

# **Final Environmental Impact Statement**

## **Master Plan for the National Memorial Cemetery of the Pacific, Honolulu, Hawaii**

**ENVIRONMENTAL CENTER  
University of Hawaii  
2550 Campus Road  
Honolulu, Hawaii 96822**

00340

June 1980

**Office of Construction  
Washington DC 20420**



FINAL ENVIRONMENTAL IMPACT STATEMENT  
FOR THE  
NATIONAL MEMORIAL CEMETERY OF THE  
PACIFIC, HONOLULU, HAWAII

Prepared by  
Veterans Administration  
Washington, D.C. 20420  
June 1980



#### NOTE TO THE READER

This report consists of a reprint of the Revised Draft Environmental Impact Statement along with responses received from Federal, State, and local agencies and other interested parties. The entire report constitutes the Final Environmental Impact Statement.

COVER SHEET

Final Environmental Impact Statement for the National Memorial Cemetery of the Pacific, Honolulu, Hawaii.

Responsible Agency: Veterans Administration  
Washington, D.C.

Responsible Official: Mr. Willard Sitler, P.E.  
Director, Office of Environmental Affairs (003A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420  
(202-389-2526)

ABSTRACT OF STATEMENT:

This final Environmental Impact Statement (f.EIS) evaluates and discloses the anticipated impact that might result from the implementation of the Master Plan for the National Memorial Cemetery of the Pacific. The Cemetery is located in Punchbowl Crater which is of significant cultural and historic interest at Federal, State and local levels. Major development elements of the Master Plan include an Administration Building/Memorial Center; an Addition to the Maintenance Facility; Columbaria Facilities; and major Improvements to the Overlook.

As a result of comments received from local contacts, the Veterans Administration re-evaluated the scope of the Master Plan Facility element. Current plans call for only minimal parking to be provided at the proposed Administration Building/Memorial Center. Administrative strategies will be developed to limit traffic in the National Cemetery and to work with the appropriate offices to re-schedule tour bus visitation and the resultant conflicts with cemetery burial ceremonies.

This Final EIS responds to the comments received by the Veterans Administration (closing date of comments was May 5, 1980). There are no unresolved environmental impacts.

EXPIRATION DATE OF 30 DAY PUBLIC REVIEW PERIOD: \_\_\_\_\_

SEP 29 1980  
SEP 20 1980

SEP 29 1980

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COVER SHEET

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(March, 1980)



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DANIEL K. INOUE  
HAWAII

PRINCE KUHIO FEDERAL BUILDING  
ROOM 6104, 300 ALA MOANA BOULEVARD  
HONOLULU, HAWAII 96850  
(808) 546-7550

## United States Senate

ROOM 105, RUSSELL SENATE BUILDING  
WASHINGTON, D.C. 20510  
(202) 224-3934

March 25, 1980

Mr. W. A. Salmond  
Acting Assistant Administrator  
for Construction  
Veterans Administration  
Washington, D.C. 20420

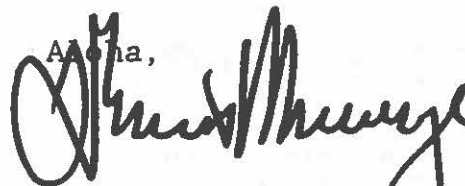
Dear Mr. Salmond:

I wish to acknowledge your recent communication enclosing a copy of the Revised Draft Environmental Impact Statement for the Proposed Master Plan, National Memorial Cemetery of the Pacific, Honolulu, Hawaii.

Your thoughtfulness in advising me of the above Environmental Impact Statement is most appreciated. If I have any comments on this matter, I will gladly share them with you.

Your assistance and efforts in keeping me apprised of the progress of this plan are most appreciated.

Aloha,



DANIEL K. INOUE  
United States Senator

CC: 004A  
APR 2 1980

DKI:jmpl

OFFICE OF DIRECTOR  
LAND MANAGEMENT SERVICE

RECEIVED  
APR 1 1980  
088C

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REL  
SIGNATURE OF

OFFICE OF AA/C	
MAR 31 1980	
TO	THRU
FOR	FILE
DUE DATE	

08A  
3/31



**Advisory  
Council On  
Historic  
Preservation**

HISTORIC PRESERVATION  
SUITE 816  
44 UNION BLVD  
LAKEWOOD, COLORADO 80228

1522 K Street NW.  
Washington D.C.  
20005

April 10, 1980

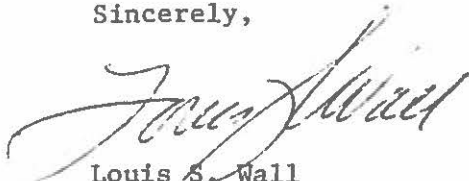
Mr. Willard Sitler, P.E.  
Director, Office of Environmental  
Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420

Dear Mr. Sitler:

Thank you for your request of March 14, 1980, for comments on the Revised Environmental Statement for the Proposed Master Plan, National Memorial Cemetery of the Pacific. Pursuant to Section 102(2)(C) of the National Environmental Policy Act of 1969 and the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800), we have determined that your RES appears adequate concerning the areas of Council interest. Council commented on the original environmental statement and voiced no objection after consulting with the Hawaii State Historic Preservation Officer (ref: Council's letter to the VA, October 23, 1975). This documentation should have been noted and explained in the RES.

Thank you for the opportunity to comment.

Sincerely,



Louis S. Wall  
Chief, Western Division  
of Project Review

RECEIVED  
APR 11 1980

CC: OPH  
APR 16 1980

Rec'd VP  
4-17-80  
WSS

COMMENT/RESPONSE

COMMENTOR: Advisory Council on Historic Preservation

COMMENT 1

RESPONSE: Comment noted.



United States  
Department of  
Agriculture

Soil  
Conservation  
Service

P. O. Box 50004  
Honolulu, Hawaii  
96850

April 10, 1980

Mr. Willard Sitler, Director  
Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Ave., N.W.  
Washington, D.C. 20420

Dear Mr. Sitler:

Subject: National Memorial Cemetery of the Pacific  
Honolulu, Hawaii - Veterans Administration

We have reviewed the subject revised draft environmental impact statement and have no comments to offer.

Thank you for the opportunity to review this document.

Sincerely,

Jack P. Kanalz  
State Conservationist

RECEIVED  
APR 16 1980  
OS/C

Rec'd UA  
A. 15-80  
WSS







UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
215 Fremont Street  
San Francisco, Ca. 94105

40  
41  
L 088C  
D.S.

Project #DR-VAD-K86008-HI

Mr. Willard Sitler, P.E.  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Ave., N.W.  
Washington, D.C. 20420

21 APR 1980

Dear Mr. Sitler:

The Environmental Protection Agency (EPA) has received and reviewed the Draft Environmental Impact Statement (DEIS) titled MASTER PLAN FOR THE NATIONAL MEMORIAL CEMETERY OF THE PACIFIC, HONOLULU, HAWAII.

The EPA's comments on the DEIS have been classified as Category LO-1. Definitions of the categories are provided by the enclosure. The classification and the date of the EPA's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal Actions under Section 309 of the Clean Air Act. Our procedure is to categorize our comments on both the environmental consequences of the proposed action and the adequacy of the environmental statement.

The EPA appreciates the opportunity to comment on this DEIS and requests three copies of the Final Environmental Impact Statement when available.

If you have any questions regarding our comments, please contact Susan Sakaki, EIS Coordinator, at (415)556-6925.

Sincerely yours,

Carl C. Kohnert, Director  
Surveillance & Analysis Division

Enclosure

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APR 28 1980  
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4/24

F-5

Reid VA  
4-24-80

## EIS CATEGORY CODES

### Environmental Impact of the Action

#### LO--Lack of Objections

EPA has no objection to the proposed action as described in the draft impact statement; or suggests only minor changes in the proposed action.

#### ER--Environmental Reservations

EPA has reservations concerning the environmental effects of certain aspects of the proposed action. EPA believes that further study of suggested alternatives or modifications is required and has asked the originating Federal agency to reassess these aspects.

#### EU--Environmentally Unsatisfactory

EPA believes that the proposed action is unsatisfactory because of its potentially harmful effect on the environment. Furthermore, the Agency believes that the potential safeguards which might be utilized may not adequately protect the environment from hazards arising from this action. The Agency recommends that alternatives to the action be analyzed further (including the possibility of no action at all).

### Adequacy of the Impact Statement

#### Category 1--Adequate

The draft impact statement adequately sets forth the environmental impact of the proposed project or action as well as alternatives reasonably available to the project or action.

#### Category 2--Insufficient Information

EPA believes that the draft impact statement does not contain sufficient information to assess fully the environmental impact of the proposed project or action. However, from the information submitted, the Agency is able to make a preliminary determination of the impact on the environment. EPA has requested that the originator provide the information that was not included in the draft statement.

#### Category 3--Inadequate

EPA believes that the draft impact statement does not adequately assess the environmental impact of the proposed project or action, or that the statement inadequately analyzes reasonably available alternatives. The Agency has requested more information and analysis concerning the potential environmental hazards and has asked that substantial revision be made to the impact statement.

If a draft impact statement is assigned a Category 3, no rating will be made of the project or action, since a basis does not generally exist on which to make such a determination.



FEDERAL EMERGENCY MANAGEMENT AGENCY

Washington, D.C. 20472

April 1, 1980

Mr. Willard Stiler, P.E.  
Director, Office of Environmental  
Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420

Dear Mr. Stiler:

As requested in your March 14 letter to Mr. Richard Green we have reviewed your Revised Environmental Impact Statement, National Memorial Cemetery of the Pacific, Honolulu, Hawaii. We believe that the submitted statement adequately addresses the major environmental impacts which can be anticipated to result from the proposed project.

Sincerely yours,

Charles C. Thiel  
Deputy Associate Director  
Office of Mitigation and Research

RECEIVED  
APR 11 1980  
088C

Rec'd VA  
A-A-30  
WSS





U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
REGION NINE

Two Embarcadero Center, Suite 530  
San Francisco, California 94111

ARIZONA  
CALIFORNIA  
NEVADA  
HAWAII  
GUAM  
AMERICAN SAMOA

April 16, 1980

IN REPLY REFER TO

HED-09

Mr. Willard Sitler  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, NW  
Washington, D. C. 20420

Dear Mr. Sitler:

We have reviewed the Revised Draft Environmental Impact Statement for the proposed Master Plan, National Memorial Cemetery of the Pacific, Island of Oahu, Hawaii, and find that the proposal does not impact any Federal-aid highways. Therefore, we do not have any specific comments to offer.

We appreciate this opportunity to review the subject Draft EIS.

Sincerely yours,

Neil Dillabough, Director  
Office of Environment and Design

RECEIVED  
APR 22 1980  
088C

Rec'd VA  
4-22-80  
W.S.F.



EXECUTIVE CHAMBERS  
HONOLULU

GEORGE R. ARIYOSHI  
GOVERNOR

April 1, 1980

*Handwritten mark resembling a stylized 'P' or '10'.*

OFFICE OF DIRECTOR  
LAND MANAGEMENT SERVICE

Mr. W. A. Salmond  
Acting Assistant Administrator  
for Construction  
Office of Construction  
Veterans Administration  
Washington, D.C. 20420

APR 09 1980  
TO 0 872  
REPLY BY \_\_\_\_\_  
SIGNATURE OF \_\_\_\_\_

Dear Mr. Salmond:

Thank you for the Revised Draft Environmental Impact Statement for the Proposed Master Plan, National Memorial Cemetery of the Pacific, Honolulu, Hawaii.

Our Office of Environmental Quality Control will coordinate the review of this document by State agencies and will insure that any comments we have are forwarded to your agency.

Thank you for keeping me informed of your actions in Hawaii.

With warm personal regards, I remain,

Yours very truly,

*Handwritten signature of George R. Ariyoshi*  
George R. Ariyoshi

OFFICE OF AA/C	
APR 8 1980	
TO <u>CPB</u>	THRU <u>CPB</u>
FOR _____	
DUE DATE _____	

*Handwritten: OSA 4/9*

*Handwritten: cc: 0044  
APR 18 1980*

GEORGE R. ARIYOSHI  
GOVERNOR



RICHARD O'CONNELL  
DIRECTOR  
TELEPHONE NO.  
548-6915

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
OFFICE OF THE GOVERNOR  
550 HALEKAUWILA ST  
ROOM 301  
HONOLULU, HAWAII 96813

March 25, 1980

Mr. William Sitler, P.E.  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, H.W.  
Washington, D.C. 20420

Dear Mr. Sitler,

We recently received ten copies of the revised draft Environmental Impact Statement for the National Memorial Cemetery of the Pacific, Honolulu. We have distributed those copies to other State agencies for their review and comment.

If possible, we would like to receive an additional twenty copies for further distribution.

Your prompt consideration of this request will be appreciated.

Sincerely,

A handwritten signature in dark ink, appearing to read "R. O'Connell".

Richard L. O'Connell  
Director

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A-3  
W50

COMMENT/RESPONSE

COMMENTOR: Office of Environmental Quality Control,  
State of Hawaii

COMMENT 1

RESPONSE: Twenty additional copies were sent to the  
office on April 24, 1980.

GEORGE R. ARIYOSHI  
GOVERNOR



RICHARD O'CONNELL  
DIRECTOR  
TELEPHONE NO.  
548-6915

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
OFFICE OF THE GOVERNOR  
550 HALEKAUWILA ST  
ROOM 301  
HONOLULU, HAWAII 96813

088C  
40  
41

May 2, 1980

Mr. Willard Sitler, P.E.  
Director  
Office of Environmental Affairs  
Veterans Administration  
Washington, D.C. 20420

Dear Mr. Sitler,

SUBJECT: Revised Draft Environmental Impact Statement for  
the National Memorial Cemetery of the Pacific,  
Honolulu, Hawaii

We have coordinated the review of the subject EIS by State  
and County agencies and are forwarding the comments that we have  
received.

We trust that these comments will be helpful in the  
preparation of the Final EIS.

Sincerely,

A handwritten signature in cursive script, appearing to read "R. O'Connell".

Richard L. O'Connell  
Director

Attachment

F-12

RECEIVED  
JUN 16 1980  
088C

Rec'd VA  
5-13-80  
WSS





# University of Hawaii at Manoa

Environmental Center  
Crawford 317 • 2550 Campus Road  
Honolulu, Hawaii 96822  
Telephone (808) 948-7361

Office of the Director

May 6, 1980

RE:0306

Mr. Willard Sitler, P.E.  
Director  
Office of Environmental Affairs (004a)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington D.C. 20420

Dear Mr. Sitler:

Revised Draft Environmental Impact Statement  
Master Plan for the National Memorial Cemetery of the Pacific  
Honolulu, Hawaii

The Environmental Center has reviewed the above cited Revised DEIS. We are pleased to note management strategies to control traffic will be utilized rather than the now deleted proposed parking structure. This should significantly reduce potential environmental impacts of the proposed project.

1. Probably by some oversight, the Environmental Center's comments of 15 October 1979, included in section 5.0 of the Revised DEIS, were not responded to. As most of these comments were directed at the then proposed parking structure, they can now be considered inapplicable. There are however, several comments we wish to see addressed. These include; traffic and parking, the proposed visitor/administration center, and spelling errors.

## Traffic and Parking

2. Management strategies proposed on pages 50-51 to control traffic appear an effective and desirable alternative to the now deleted parking structure. Some discussion seems warranted, however, on the management procedures being considered other than scheduling buses. More specifically, how will limosine and private auto traffic be restricted without resultant congestion during times of cemetery functions?
3. Figure 1-1 on page 7, "Proposed Master Plan," appears unchanged from that provided in the former DEIS. It includes the now deleted multi-level parking facility. Can this be clarified? On page 11, sec. 1.2.2b, the revised DEIS states; "minimal support parking will be terraced into the

AN EQUAL OPPORTUNITY EMPLOYER

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JUN 16 1980  
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Rec'd VA  
5-13-80  
W.S.S.

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May 6, 1980

crater slopes." Will indication of the scale of the proposed parking facilities be provided in the Final EIS? Will the parking include any bus parking so that visitors touring the crater by bus will be able to take advantage of the facilities the visitor administration center will provide?

The Revised DEIS states on page 11, sec 1.2.2C that the crater overlook area will be reconstructed. Could it be clarified as to how a new rock wall and trees will improve access and reduce traffic?

#### Visitor/Administration Center

Will the Final EIS provide further information on the proposed visitor/administration center? No indication is given as to the size, location, scope, function, and design of the proposed facility. Such information would be very helpful in evaluating the environmental impacts of the project.

#### 4. Spelling errors

On page 17, sec 3.2 the first sentence, "...Volcanic doublet made up of the Waianea Range..." should read "made up of the Waianae Range." The third sentence of the same paragraph; "Lavas from the Ko'olan Volcano," should read "from the Ko'olau Volcano."

On page 20, sec. 3.4, the spelling errors are as follows;

"haele koa," should be "Haole koa."

"Kiawa" should be "Kiawe." Its scientific name is Prosopis pallida.

"piligrass" should be "Pili grass." Its scientific name is Heteropogon contortus.

"monkaypods" should be "monkeypods."

The scientific name of Paperbark should read Melaleuca leucadendra rather than "Melaleuca leucadendria."

The Environmental Center appreciates the opportunity to review this document. We hope our comment will be of some help in the preparation of the final EIS.

Sincerely,



Doak C. Cox  
Director

DCC/dh

cc: Richard O'Connell

COMMENT/RESPONSE

COMMENTOR: University of Hawaii at Manoa Environmental Center

COMMENT 1

RESPONSE: As the Environmental Center commented to the State Office of Environmental Quality Control on the DEIS, the VA response to the issues was included in the Response to the O.E.Q.C. page 58.

COMMENT 2

RESPONSE: At this time the VA is not proposing to regulate traffic other than tour buses. On specific days of extremely heavy visitation that may disrupt interment services, the VA will take steps to regulate traffic.

COMMENT 3

RESPONSE: Comment noted. At this time there are no plans of the limited scale administration building and its support parking. Also the Overlook will be redesigned as traffic must be accommodated. It had been proposed to eliminate traffic from this area and service it with the mini-train (bus) system. No design solutions exist at this time, but great care will be taken to design and implement a project to protect and enhance the visual setting, the natural environment and the public health, welfare, and safety.

COMMENT 4

RESPONSE: Spelling errors are noted, but at this time it is not advantageous to make all corrections in the reprint.

GEORGE R. ARIYOSHI  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
P. O. BOX 621  
HONOLULU, HAWAII 96809

SUSUMU ONO, CHAIRMAN  
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAMASU  
DEPUTY TO THE CHAIRMAN

DIVISIONS:  
CONSERVATION AND  
RESOURCES ENFORCEMENT  
CONVEYANCES  
FISH AND GAME  
FORESTRY  
LAND MANAGEMENT  
STATE PARKS  
WATER AND LAND DEVELOPMENT

April 11, 1980


REF. NO.: AP0-1516

Office of Environmental Quality Control  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Gentlemen:

We have reviewed the revised EIS for Punchbowl Cemetery, but have no comments to offer.

Very truly yours,

  
SUSUMU ONO, Chairman  
Board of Land and Natural Resources

cc: Ld. Mgt.



# MEMO

DEPT. OF LAND & NATURAL RESOURCES  
Division of State Parks  
P. O. Box 621 • Honolulu, Hawaii 96809


TO Office of Environmental Quality Control  
550 Halekauwila Street, Rm. 301  
Honolulu, Hawaii 96813

DATE April 30, 1980

SUBJECT Revised Draft EIS, Master  
Plan for the National Memorial  
Cemetery of the Pacific,  
Honolulu, Hawaii.

Thank you for extending us the opportunity to review.

We have no comments.

  
for JAMES J. YAMASHIRO  
State Parks Administrator



GEORGE R. ARIYOSHI  
GOVERNOR OF HAWAII



STATE OF HAWAII

DEPARTMENT OF HAWAIIAN HOME LANDS

P. O. BOX 1879  
HONOLULU, HAWAII 96805

April 11, 1980

PROJECT OFFICES

WAIMEA OFFICE  
P. O. BOX 125  
KAMUELA, HAWAII 96743

KEAUKAHA OFFICE  
P. O. BOX 833  
HILO, HAWAII 96720

PROJECT OFFICES

MAUI OFFICE  
P. O. BOX 22  
KAHULUI, MAUI 96732

MOLOKAI OFFICE  
P. O. BOX 198  
MOOLEHUA, MOLOKAI 96729

KAUAI OFFICE  
P. O. BOX 332  
LHUE, KAUAI 96766

Mr. Richard O'Connell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Dear Mr. O'Connell:

SUBJECT: Master Plan for National Cemetery of the Pacific  
Comments on Draft Environmental Impact Statement (EIS)

The Department of Hawaiian Home Lands has reviewed the draft EIS for the subject project, and has a few concerns that we believe should be addressed in the report.

The proposal to control the ingress and egress of traffic into the National Cemetery appears to be a good operational feature. However, it is not clear how graveside visitors and families of the deceased get from the administrative complex to the intended gravesite. This should be addressed.

1. It is mentioned that the proposed improvements will reduce traffic levels on nearby streets and intersections. It is difficult to envision the relocation of the administration building and ancillary parking lot having any effects on the nearby streets when there is only one road leading to and from the grounds.

2. There are concerns of visual intrusion from the civic center area but no concern expressed about the visual intrusion to residents of Lower Tantalus and the immediate surrounding area.

3. Also, has any consideration been given to the impact of the noise generated by the busses at the proposed parking facility on Lincoln Elementary School which is located at the base of the slope?

4. As a concluding remark, it is very difficult to determine from the report the difference between the original and revised master plans.



Mr. Richard O'Connell  
Page Two  
April 11, 1980

We will like to thank you for this opportunity to comment on the draft EIS of the subject project.

Sincerely yours,

*Mervyn S. Jones*

*for* Georgiana K. Padeken  
Chairman

*W* GKP:GW:jn

Enclosure

COMMENT/RESPONSE

COMMENTOR: Department of Hawaiian Home Lands

COMMENT 1

RESPONSE: Regulating traffic (tour buses) in the National Cemetery will change the current pattern of open flow. It is this management that will potentially enhance traffic on surrounding streets, not the administration building.

COMMENT 2

RESPONSE: Every effort has been and will continue to be made to implement sensitively designed projects at the National Cemetery. All viewing angles will be respected.

COMMENT 3

RESPONSE: The tour bus traffic will be changed thru appropriate management strategies. Eliminating bus traffic in the Cemetery from 9:00 AM to 1:00 PM will have a positive impact on the surrounding environment.

COMMENT 4

RESPONSE: The major change is the elimination of the parking structure, the mini-train (bus) system and the reduced scale of the administration building/memorial center.

GEORGE R. ARIYOSHI  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU HAWAII 96813

RYOKICHI HIGASHIONNA, PH.D.  
DIRECTOR

DEPUTY DIRECTORS  
JAMES R. CARRAS  
JAMES B. MCCORMICK  
DOUGLAS S. SAKAMOTO  
JACK K. SUWA  
JONATHAN K. SHIMADA, PH.D.

IN REPLY REFER TO:

April 7, 1980

STP 8.6159

Dr. Richard O'Connell  
Director  
Office of Environmental  
Quality Control  
550 Halekauwila Street, Rm. 301  
Honolulu, Hawaii 96813

Dear Dr. O'Connell:

Subject: Revised Draft Environmental  
Impact Statement, Master Plan  
for the National Memorial Cemetery  
of the Pacific, Honolulu, Hawaii

Thank you very much for giving us the opportunity to  
review and comment on the above-captioned EIS. We have no  
substantive comments to offer which could improve the  
document.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Jonathan K. Shimada", is written over the typed name and title.  
Ryokichi Higashionna  
Director of Transportation

GEORGE R. ARIYOSHI  
GOVERNOR



HIDEO MURAKAMI  
COMPTROLLER

MIKE N. TOKUNAGA  
DEPUTY COMPTROLLER

STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
DIVISION OF PUBLIC WORKS  
P. O. BOX 119, HONOLULU, HAWAII 96810

LETTER NO. (P) 1362.0

APR 1 1980

Office of Environmental  
Quality Control  
Room 301  
550 Halekauwila Street  
Honolulu, Hawaii 96813

Gentlemen:

Subject: Revised Draft Environmental Impact  
Statement for the National Memorial  
Cemetery of the Pacific  
Honolulu, Hawaii

Thank you for this opportunity to review and comment on  
the subject project.

The project will not have any adverse environmental effect  
on any existing or planned facilities serviced by our department.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Rikio Nishioka".  
RIKIO NISHIOKA  
State Public Works Engineer

MI:kew

GEORGE R. ARIYOSHI  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF EDUCATION

P. O. BOX 2360  
HONOLULU, HAWAII 96804

OFFICE OF THE SUPERINTENDENT

April 1, 1980

CHARLES G. CLARK  
SUPERINTENDENT

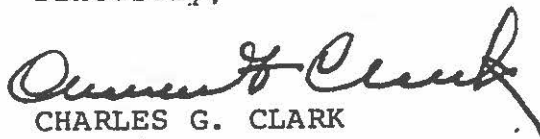
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Gentlemen:

SUBJECT: Revised Draft Environmental Impact Statement  
National Memorial Cemetery of the Pacific

We have no comments to offer at this time. Thank  
you for the opportunity to review the subject Draft EIS.

Sincerely,

  
CHARLES G. CLARK  
Superintendent

CGC:HL:jl

cc: Mr. James E. Edington  
Honolulu District

082C

GEORGE R. ARIYOSHI  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P.O. BOX 3378  
HONOLULU, HAWAII 96801

April 3, 1980

GEORGE A. L. YUEN  
DIRECTOR OF HEALTH

VERNE C. WAITE, M.D.  
DEPUTY DIRECTOR OF HEALTH

HENRY N. THOMPSON, M.A.  
DEPUTY DIRECTOR OF HEALTH

JAMES S. KUMAGAI, PH.D., P.E.  
DEPUTY DIRECTOR OF HEALTH

TADAO BEPPU  
DEPUTY DIRECTOR OF HEALTH

Mr. Willard Sitler, P.E.  
Director, Office of Environmental Affairs  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D. C. 20420

In reply, please refer to:  
File: EPHS-SS

Dear Mr. Sitler:

Subject: Environmental Impact Statement (EIS) for National Memorial Cemetery  
of the Pacific, Honolulu, Hawaii

Thank you for allowing us to review and comment on the subject EIS.

We submit the following comments for your consideration and information:

1. The major noise impact on the residential community will occur from tour buses traveling to and from the memorial site. Noise from such vehicles must comply with Public Health Regulations, Chapter 44A, Vehicular Noise Control for Oahu. The proposed plan of scheduling tours over several time periods during the day may minimize continual annoyances on residential areas.
2. Construction activities must comply with the provisions of Public Health Regulations, Chapter 44B, Community Noise Control for Oahu:
  - a. The contractor must obtain a noise permit if the noise levels from the construction activities are expected to exceed the allowable levels of the regulations.
  - b. Construction equipment and on-site vehicles or devices requiring an exhaust of gas or air must have a muffler.
  - c. The contractor must comply with the conditional use of permit as specified in the regulations and the conditions issued with the permit.
3. Traffic noise from heavy vehicles traveling to and from the construction site must be minimized in residential areas and must comply with the provisions of Public Health Regulations, Chapter 44A, Vehicular Noise Control for Oahu.

cc: 081D  
083C

Rec'd  
APR 16 1980  
083C

Rec'd VA  
4-10-80  
INS-S



Mr. Willard Sitler

-2-

April 3, 1980

We realize that the statements are general in nature due to preliminary plans being the sole source of discussion. We, therefore, reserve the right to impose future environmental restrictions on the project at the time final plans are submitted to this office for review.

Sincerely,

*Brian J. Choy*  
*for* MELVIN K. KOIZUMI  
Deputy Director for  
Environmental Health

cc: Office of Environmental Quality Control

COMMENT/RESPONSE

COMMENTOR: Department of Health, State of Hawaii

COMMENT 1

RESPONSE: Comment noted. The tour companies must maintain their own equipment in compliance with State requirements.

COMMENT 2

RESPONSE: As part of the mitigative action taken in the implementation of this Master Plan, contract drawings and specifications will require the construction contractor to comply with all applicable Federal, State and local requirements.

COMMENT 3

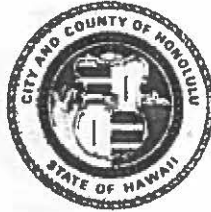
RESPONSE: Same as Response for Comment 2.

DD 088 C

OFFICE OF THE MAYOR  
**CITY AND COUNTY OF HONOLULU**

HONOLULU, HAWAII 96813 • AREA CODE 808 • 523-4141

FRANK F. FASI  
MAYOR



April 1, 1980

Mr. Willard Sitler, P.E., Director  
Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420

Dear Mr. Sitler:

Thank you for providing us an opportunity to review your Revised Draft E.I.S. for Master Plan for the National Memorial Cemetery of the Pacific.

I will have the affected City agencies review the draft and respond to you as soon as possible.

Warm regards.

Sincerely,

A handwritten signature in dark ink, appearing to read "Frank Fasi", is written over a horizontal line.

FRANK F. FASI, Mayor  
City and County of Honolulu

FFF:kkq

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4-10-80  
NS

DEPARTMENT OF GENERAL PLANNING  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

D.S.  
C. 100  
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41

FRANK F. FASI  
MAYOR



GEORGE S. MORIGUCHI  
CHIEF PLANNING OFFICER

DGP4/80-943 (CT)

April 23, 1980

Mr. Willard Sitler, P.E.  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D. C. 20420


Dear Mr. Sitler:

Revised Draft Environmental Impact Statement  
for the Proposed Master Plan, National Memorial  
Cemetery of the Pacific, Honolulu, Hawaii

We have reviewed the draft impact statement and have no comments.

Thank you for affording us the opportunity of reviewing your impact statement.

Sincerely,

  
GEORGE S. MORIGUCHI  
Chief Planning Officer

GSM:fmt

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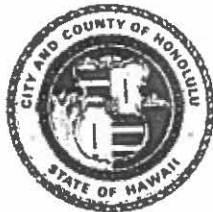
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4-28-80  
WSH

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

HONOLULU MUNICIPAL BUILDING  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

FRANK F. FASI  
MAYOR



April 18, 1980

DIRECTOR

Mr. Willard Sitler, P.E., Director  
Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D. C. 20420

Dear Mr. Sitler:

Subject: Follow-Up Reply to Mayor Fasi's Letter Dated  
April 1, 1980 Regarding Environmental Impact Statement  
for the Master Plan for National Memorial Cemetery

The following comments from the affected City agencies are for your use  
in finalizing the EIS for the Master Plan for National Memorial Cemetery:

- Page 13 - The paragraph on visitation should be expanded to include special days such as Memorial Day and Easter Sunday.
- Page 15 - The paragraph on restricting tour buses/limousines to set schedules and allowing controlled access to private automobiles should include more details on how it will be accomplished.
- Page 38 - The paragraph on the occurrence of heaviest volumes should be quantified for the Easter Sunday and Memorial Day services.
- Page 50 - The discussion on restricting miscellaneous traffic from the cemetery during periods of cemetery services and scheduling of tours over several time periods needs to be expanded with more details and specific examples of scheduling. This additional information is needed for evaluation purposes.

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4-24-80

Mr. Willard Sitler  
Page 2

In addition to these comments, procedures should be developed to reduce traffic impact on City streets and eliminate possible delays of funeral processions entering the crater.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Akira Fujita".

AKIRA FUJITA  
Acting Director



#### COMMENT/RESPONSE

COMMENTOR: Department of Transportation Services  
City and County of Honolulu

#### COMMENT 1

RESPONSE: Comment noted. The VA acknowledges the fact that there are special times of the year when the visitation level at the National Cemetery is extremely high (i.e. Easter and Memorial Day). The National Cemetery management will continue to orchestrate these special days and their celebrations at the Punchbowl. The Master Plan will not provide for the elimination of congestion, noise and parking on these days. It would not be cost effective or serve the every day use of the National Cemetery and its prime mission (the burial of eligible U. S. veterans and dependents), to implement a plan for these "worse case conditions".

#### COMMENT 2 (Page 15)

RESPONSE: As of this date, a tentative management strategy has been devised to control access to the National Cemetery. The following is a brief description of the plan:

- a. Open Cemetery at 7:30 AM to the public including the tour bus industry.
- b. Cemetery would be closed to tour bus traffic at 8:45 AM.
- c. Interments scheduled from 9:00 AM to 1:00 PM. All tour bus traffic excluded.
- d. Cemetery re-opened to tour bus industry from 1:45 PM until 6:30 PM (5:30 PM winter months).
- e. Cemetery open to all on Saturday, Sunday and holidays, with certain restrictions placed on tour bus industry at Memorial Day, Easter and other known high traffic holidays.

COMMENT 3 (Page 38)

RESPONSE: An estimate of the volume of traffic over the three day Memorial Day Weekend and Easter is as follows:

Memorial Day Weekend

Saturday	-	cars	5500
		buses	60
Sunday	-	cars	6000
Authorized buses (tour buses excluded)			10
Monday	-	cars	7000
Authorized buses (tour buses excluded)			10
Total Cars			18500
Buses			60

Easter (beginning with sunrise service)

Sunday	-	cars	12000
Authorized buses (tour buses excluded)			10

COMMENT 4 (Page 50)

RESPONSE: See Response to Comment 2.

# Makiki Community Association

40  
088C



c/o Makiki Park Library  
1527 Ke'eaumoku St.  
Honolulu, Hawai'i 96822  
Saturday, May 24, 1980

Mr. Willard Sitler, P.E.  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D. C. 20420

Dear Mr. Sitler:

Subject: Revised Draft Environmental Impact Statement  
National Memorial Cemetery of the Pacific.

Thank you for your reply to our comments of November 25, 1979.  
We are pleased that you are planning to regulate tour vehicles  
entering the National Cemetery (our Recommendation #2).

In response to our Recommendation #1, we are also pleased  
that the Veterans Administration "will discuss the use of vans  
and limousines as an environmentally preferred option over the  
large diesel buses" and that the "outcome of these discussions  
will be communicated to local interest groups as information is  
available." We are puzzled about your reply to an identical  
recommendation by Representative Ike Sutton. That is, that  
"it would be very difficult to mandate the types of vehicles  
the tourist industry is using." We feel he was not recommending  
that at all. Rather, he was suggesting, as we did, that you do  
something within your authority, namely, limit the type of vehicles  
entering the National Memorial.

We repeat our first recommendation (of 11/25/79) that  
"all large diesel buses should be banned from the cemetery and  
replaced with the quieter 12-14 passenger vans." We understand  
that some of the larger and quieter passenger vans may even  
seat 20 passengers.

Thank you for sending us the Revised Draft Environmental  
Impact Statement.

*Susan Shawhan Huja* *ay ak*  
Susan Shawhan Huja, President

cc: U.S. Senators and Representatives Mayor Fasi, Councilmembers  
Governor George Ariyoshi Bornhorst and Loo, Papakolea  
5th and 6th District State Senators C.A., Lincoln & Stevenson  
15th, 14th, and 13th District State Representatives Schs./PTAs  
N.B.s 12 and 10, Residents across from proposed Center, CAN

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COMMENT/RESPONSE

COMMENTOR: Makiki Community Association

RESPONSE: The two comments referenced in the May 24, 1980 letter (one to Representative Ike Sutton and the second to the Makiki Association are mutually compatible. The VA does not feel that the Federal government should propose to regulate the types of equipment utilized by an established main stay industry (the tourist industry of Hawaii) at this time. However, the agency will continue to meet with the industry to improve our mutually beneficial operations and goals. As more information is available it will be made available to interest groups.

# HAWAII TRANSPORTATION ASSOCIATION

*The Voice of Hawaii's Transportation Industry*



P.O. Box 30166  
Honolulu, Hawaii 96820  
Telephone: 847-5929

XXXXXXXXXXXXXXXXXXXX

April 29, 1980

Mr. Willard Sitler  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420

Subject: Comments on the Revised Draft Environmental Impact Statement for  
the National Memorial Cemetery of the Pacific.

Dear Mr. Sitler

The master plan for future development of the National Memorial Cemetery of the Pacific has two objectives. The primary objective is to expand the existing facilities capacity to provide for the interment of remains and cremains. The second objective is to accommodate a large volume of visitors in an appropriate and sensitive manner by constructing a visitor center outside the crater.

The revised draft eliminates the second objective.

The master plan included three decks of parking at the visitor center to accommodate 153 cars and 22 buses. The revised plan refers to "minimal parking" which we assume would be at the Puowaina Drive level with a capacity for 12 cars, no buses. The parking facility has been deleted. If cars are forced to park along the approach road, the result would be a single traffic lane with confusion and hazardous conditions.

The master plan forecasts 12,000 visitors per day to the memorial, most of whom would be bused. Use of the visitor center would be minimal without adequate parking for either cars or buses. Why use funds to build a facility that cannot be adequately utilized?

Further, the revised draft calls for scheduled and restricted tour bus service which we understand would prohibit bus entry between 9:00 A.M. and 1:00 P.M. daily. We are concerned with traffic congestion and visitor access to the memorial for 12,000 people during a five hour period.

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W.S.S.

Productive • Prompt • Polite • Progressive

April 29, 1980

Hawaii Transportation Association hopes that additional public hearings on this matter be held to resolve the foregoing problems.

Yours truly

Hawaii Transportation Association

  
Paul K. Findeisen  
Managing Director

PKF/aw

cc: Senator Inouye  
Senator Matsunaga  
Representative Heftel  
Representative Akaka



#### COMMENT/RESPONSE

COMMENTOR: Hawaii Transportation Association

RESPONSE: It should be recognized the first and foremost the National Memorial Cemetery of the Pacific's responsibility is for the interment of eligible veterans and their dependents. A second priority is provide access to those visiting gravesites or the Memorial area. As a tourist attraction, there is a responsibility to provide access to the cemetery only to the point that there will not be disruption of the interment activities.

To effectively accomplish the above, time periods will be established that will set aside blocks of time when tour buses will be prohibited from entering the cemetery. During other periods the cemetery will be open for all visitor traffic.

Minimum parking will be provided at the redesigned administration building/memorial center. This structure will be much more limited in size than originally conceived as a visitor/administration building. As traffic will be admitted to the cemetery, there is no need for the parking structure. Parking will be provided at the various points of interest within the cemetery. The National Cemetery representatives will be meeting with interested parties to explain and coordinate the efforts to insure the success of this program.

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Department of Memorial Affairs

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Sirs:

3/28/80

I certainly am in favor of the revised master plan and environmental impact statement for the National Memorial Cemetery - Honolulu.

Funerals are very private for family and close friends. No one wants two buses around at that time.

Stronger rules should be written and enforced.

Sincerely  
Chas. W. Zebay

40  
088C

# Citizens Against Noise

• Box 27705 • Honolulu, Hawaii 96827 • Tel. 735-3506

June 6, 1980

Mr. Willard Sitler, P. E.  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N. W.  
Washington, D. C. 20420

Dear Mr. Sitler:

Citizens Against Noise, a non-profit organization representing about 2,000 people here in Hawaii, strongly endorses the position taken by the Makiki Community Association regarding limitations on the use of big tour buses in the Punchbowl Cemetery area.

We are sure you are familiar with the publication "Noise: A Health Problem", put out by the Office of Noise Abatement and Control (EPA) about two years ago. It is because of the adverse effect of noise on people that we do get involved from time to time in issues like this one.

The ban on large vehicles entering the National Memorial could, of course, be done in terms of vehicle weight rather than passenger capacity. We believe that the banning of heavy trucks from Honolulu city streets is done in this manner.

Sincerely,



Joan Hayes  
Chairman of the Board

JH:pcs

cc: Makiki Community Association

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6-11-80  
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COMMENT/RESPONSE

COMMENTOR: Citizens Against Noise

RESPONSE: Comment noted, please refer to response to Makiki  
Community Association

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2957 Kalakaua Avenue  
Honolulu, Hawaii 96815  
June 1, 1982

Director  
Office of Environmental Affairs  
Veterans Administration  
Washington, D.C.

Rec'd VHA  
6-6-82  
WSS

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Sir:

It seems like the tourist industry has done it again - wonder if all the tourists who go to the Lookout are there because they chose to go see the National Memorial Cemetery, or if it just happens to be part of a city tour, or if they go mainly to use the Lookout to take pictures, or go to the bathroom.

There was an article in the paper that mentioned something about the tourists being taken there as part of a tour because their hotel rooms hadn't been vacated yet or weren't ready for occupancy, and that the toilet facilities were being overused. It seemed to be more a bathroom stop and a point to go to take pictures. Maybe it is good they don't go to see the graves. People die so that others can live and supposedly be free and happy to do what they want. Whenever I go up there I see mainly Japanese tourists who don't really act



too enthusiastic. I think someone ought to take a group  
to see why they have gone there. Just because there were  
2.5 million visitors there in 1978 it doesn't mean that they  
all chose to go there. I know that even when I take any of  
my tourist mainland friends or relatives up there, I mean  
I feel that they should see what a beautiful and most  
amazing resting place our dead have. I find it  
all a beautiful and overwhelming experience when  
I'm there. I thought that peaceful place. I have  
start thinking how they really died in vain that I  
start feeling sad. Many people have no idea what  
too expect and never ask to go there. I take them anyway  
Most of them have heard of the Arizona Memorial  
but some don't even want to go there. They are afraid  
that they will get depressed and they want to enjoy  
their vacation. I don't even care if they are a little  
depressed after seeing Punchbowl. I think all of  
us need to be reminded that we might be in one  
of those slave camps, or dead, or in one of those iron  
cages, or disfigured for life if those boys hadn't  
gone to war.

I still don't see where all that room is on the outside  
for parking and an administration building. I'm  
glad you changed your mind about that multi-  
level parking lot outside the crater. Eek!

Several joggers were inside today. Eek! to that too. Right  
there will probably be the frisbee throwers. At least I  
haven't seen volleyball poles yet.

Several of my friends are buried there. Please don't turn  
it into just another tourist spot. We have enough of those.  
Sincerely, Jan Bappe



REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT  
FOR THE  
NATIONAL MEMORIAL CEMETERY OF THE  
PACIFIC, HONOLULU, HAWAII

Prepared by.  
Land Management Service  
Office of Construction  
Veterans Administration  
Washington, D.C. 20420  
March 1980

APPENDIX  
DRAFT ENVIRONMENTAL IMPACT STATEMENT

COVER SHEET

Revised Draft Environmental Impact Statement for the National  
Memorial Cemetery of the Pacific, Honolulu, Hawaii.

Responsible Agency: Veterans Administration  
Washington, D.C.

Responsible Official: Mr. Willard Sitler, P.E.  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420  
(202-389-2526)

ABSTRACT OF STATEMENT:

This Revised Draft Environmental Impact Statement (d.EIS) evaluates and discloses the anticipated impact that might result from the implementation of the Master Plan for the National Memorial Cemetery of the Pacific. The Cemetery is located in Punchbowl Crater which is of significant cultural and historic interest at Federal, State and local levels. Major development elements of the Master Plan include a Visitor Center/Administration Building; an Addition to the Maintenance Facility; Columbaria Facilities; and major Improvements to the Overlook. As a result of a series of local meetings, it was determined that the significant impacts that should be addressed in this d.EIS are traffic/parking and visual/cultural/historic resources.

As a further result of comments received from local contacts, the Veterans Administration has re-evaluated the scope of the Master Plan Facility element. Current plans call for only minimal parking to be provided for the proposed Administrative and Visitor Center. Administrative strategies will be developed to limit traffic in the National Cemetery and to work with the appropriate offices to re-schedule tour bus visitation and the resultant conflicts with cemetery burial ceremonies.

DATE COMMENTS DUE ON THIS ENVIRONMENTAL IMPACT STATEMENT: \_\_\_\_\_

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COVER SHEET

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- 1.3 Additional Planning and Environmental Constraints

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- 3.3 Soils
- 3.4 Vegetation
- 3.5 Wildlife
- 3.6 Climate
- 3.7 Air Quality
- 3.8 Water Quality
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- 3.10 Visual Environment
- 3.11 Cultural Environment
- 3.12 Land Use/Zoning
- 3.13 Circulation
- 3.14 Utility Systems
- 3.15 Socioeconomic

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#### 6.0 LIST OF PREPARERS AND INFORMATION SOURCES

#### 7.0 LIST OF AGENCIES FROM WHICH COMMENTS HAVE BEEN REQUESTED

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Note: Figure 3.5, 3.6, 3.7 and 3.8 were prepared by the City and County of Honolulu, Department of Land Utilization.

## SUMMARY

The Veterans Administration, in order to fulfill its mission as prescribed by the National Cemeteries Act of 1973, proposes to implement a revised Master Plan for National Memorial Cemetery of the Pacific, Honolulu, Hawaii.

The National Cemetery of the Pacific is the final resting place for eligible veterans and their dependents of the U.S. Armed Forces. The Cemetery is located in a dormant volcanic cone known as Punchbowl, overlooking the city of Honolulu providing a dramatic contrast to the bustling activity of the city. The serene beauty of its grounds and the panoramic view of the city from the rim of the crater draw millions of visitors a year to enjoy its peaceful atmosphere and to reflect on the sacrifices made by those buried there.

Although the crater provides a unique setting for the Cemetery, its siting and slopes limit future development in providing burial spaces for the interment of remains. The objectives of the Master Plan as discussed in this Revised Draft Environmental Impact Statement are to expand the burial capacity of the Cemetery and improve its overall operations and appearance.

The elements of this revised Master Plan vary in scope from lawn irrigation and landscaping to major facility construction. As a result of a scoping process it was determined that the key development will be the Visitor/Administration Building. This project is

located on the slopes outside the crater and will be visible from the surrounding environment. It is this project which will serve to orient visitors to the Cemetery and limit bus traffic to scheduled visits into the crater, and to the Overlook. This control will greatly improve the environment within the crater by reducing noise, fumes and visual intrusions. Burial services will be scheduled separately and as the primary function of the National Cemetery.

The potential environmental impacts from the implementation of this Master Plan and the viable alternatives have been evaluated. The following chart delineates the various alternatives; A. the revised Master Plan as proposed (VA's preferred alternative); B. The original Master Plan with the Visitor/Admin. and Parking Structure; C. No Action.

The environmental impacts from the implementation of the proposed Master Plan can be mitigated to eliminate most significant adverse effects. The cultural/historic resource of Punchbowl Crater will be greatly enhanced through the control of traffic, landscape improvements, and re-creation of a serene and reverent atmosphere within the Cemetery. The visual impact of construction on the outside slope of the crater will be mitigated by sensitively designing the structure with the slope and by the creative and careful use of the existing landscape and new plantings to screen the facility. Once the landscape has matured it is felt that there will be only an insignificant visual intrusion on the Punchbowl slope.



## COMPARISON OF ALTERNATIVES

ENVIRONMENTAL ELEMENT	ORIGINAL MASTER PLAN (Alternative B)	REVISED MASTER PLAN (Alternative A)	NO ACTION (Alternative C)
Air Quality	Minimal overall impact. Air quality is controlled by tradewind movements during the summer months and influenced by the sometimes violent storm frontal systems that usually bring heavy rain in the winter. Occasional hot, still conditions occur in the winter.	Minimal overall impact.	Minimal overall impact.
	Improved conditions on micro-scale of air quality in the Punchbowl Crater itself as vehicles are restricted from the Punchbowl.	Improved conditions in Punchbowl Crater with restrictions on tour buses and autos in the Cemetery.	Worsening conditions in Punchbowl Crater.
Noise	Construction will raise outdoor noise levels as Visitor/Administration Building and Parking Structure are built. This raise is anticipated to be insignificant overall but on a micro-scale would impact several nearby residences.	Construction within the Punchbowl Crater would have insignificant noise impact on overall environment. Construction of the Admin./Visitor facility on the exterior of the crater would result in some short term impacts, but no long term impacts are anticipated.	
	Operation of this facility would slightly increase noise levels outside the crater, but control measures could be utilized to mitigate this condition to a great extent.	Decreased traffic would reduce noise levels both within and around the crater and the neighborhood environments.	Increased and uncontrolled traffic would raise noise levels.

Trans- portation	Congestion within the National Cemetary would be eliminated. Control measures instituted in Parking Faciity could further reduce traffic levels and congestion on nearby streets and inter- sections by providing onsite parking.	Worsening conditions as traffic volumes continue to expand with the continued growth of the tourist industry. Lack of onsite parking could cause significant con- gestion if limitations are not strictly enforced by cemetery management.
	Slight increase in traffic during construction periods.	Slight increase in traffic during con- struction periods. Congestion within the cemetery will be reduced, but continued increases in overall visitor traffic will result in continued utilization of surrounding roadways.
Land Use	Major impact of develop- ing a natural crater slope into the Visitor/ Administration Parking Facility.	Some impact from the development of the Visitor/ Administration Facility outside the main gate on the crater slope. No change.
	No change in general land use within the Punchbowl.	No change in general land use within the Punchbowl.
Cultural Interests and Plans	Consistent with local plans to conserve and protect the general area. Improved conditions will enhance the local inter- est and work within the local government zoning.	Consistent with local zoning and the enhancing of the conditions in and around the Punchbowl Crater. No change.
Utilities	No significant change.	No significant change. No change.

Energy	<p>Anticipated control measures instituted by Parking Facility would require vehicles to be turned off rather than left idiling.</p> <p>Energy expended during construction periods.</p>	<p>No significant change. Energy expended during construction periods.</p>	<p>No change.</p>
Aesthetics	<p>Improvement to conditions within Punchbowl Crater as traffic is restricted.</p> <p>Negative visual impact during construction of Visitor/Administration/ Parking Facility on outside of crater slope. Relandscaping of project after completion will mitigate the visual intrusion of the facility to a great extent.</p>	<p>Improved conditions in Punchbowl Crater as traffic is restricted.</p> <p>Visual impact during the construction of the Visitor/Administration Facility on the outside of the Crater. Design and landscape of the facility will mitigate the visual intrusion to a great extent.</p>	<p>Worsening conditions in Punchbowl Crater.</p>

## 1.0 PURPOSE OF AND NEED FOR ACTION

### 1.1 INTRODUCTION

The Federal action evaluated in this environmental impact statement (EIS) is the proposed Master Plan for the National Memorial Cemetery of the Pacific, Punchbowl, Honolulu, Hawaii. The principal analysis in this statement is the implementation of this Master Plan.

The Master Plan was initiated originally through the Corps of Engineers when the National Cemetery System was under the responsibility of the Department of the Army. With the National Cemeteries Act of 1973, the National Cemetery System was transferred to the Veterans Administration (VA).

The Corps of Engineers consultant continued his development of the Master Plan for the VA. The VA approved the Master Plan in October of 1975. (Figure 1.1 Proposed Master Plan).

The Master Plan has been presented to various city, county, state and federal authorities over the past 3 years and has been received positively as an important undertaking to preserve and enhance the unique, historic landmark.

Punchbowl was formed some 75,000 to 100,000 years ago during the Honolulu period of secondary volcanic activity.



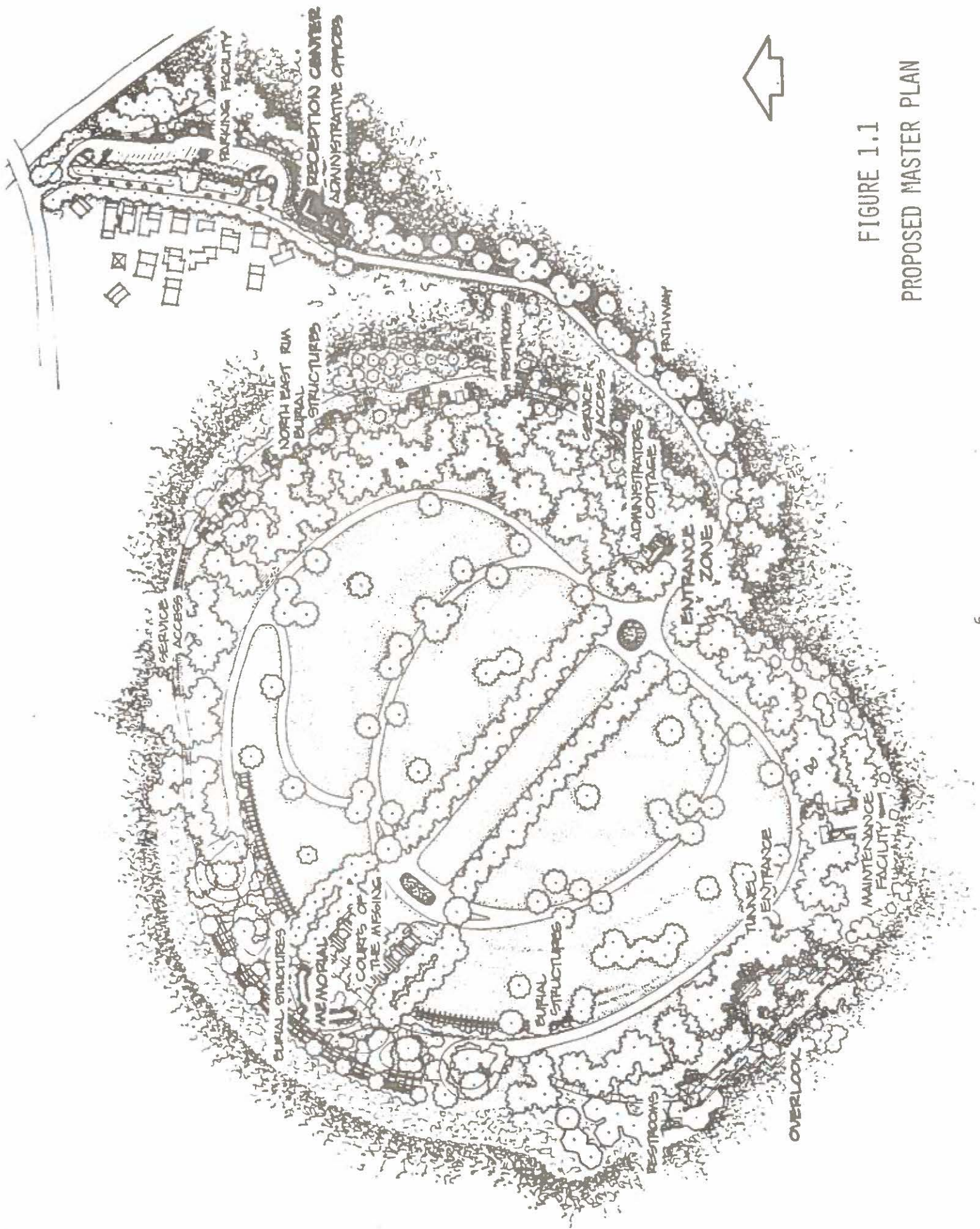


FIGURE 1.1  
PROPOSED MASTER PLAN

The uniformity of the crater rim is typical of secondary or tuff cones and indicates that the crater was formed by a single thrust lasting only a few hours.

Although there are various translations of the Punchbowl's Hawaiian name, "Puowaina", the most common one is "Hill of Sacrifice". This translation is closely related to the history of the crater. Its first known use was as an altar on which the pre-contact Hawaiians offered human sacrifices to appease the pagan gods and for capital punishment of violators of the many taboos. Later, during the reign of Kamehameha the Great, a battery of two cannons was mounted at the rim of the crater to salute distinguished arrivals and to signify important occasions. Early in the 1880's, leasehold land on the slopes of Punchbowl was opened to settlement and in the 1930's the crater was used as a rifle range for the Hawaii National Guard. Towards the end of the World War II, tunnels were dug through the rim of the crater for the placement of shore batteries to guard Honolulu Harbor and the south edge of Pearl Harbor.

In 1941, the 77th Congress authorized the establishment of a national cemetery in Honolulu, provided that a site acceptable to the War Department be made available without cost to the United States Government. In 1943, the Governor of Hawaii, with the approval of the territorial legislature offered Punchbowl crater for use as a national cemetery.



The war and insufficient funds deferred further action on the development of the cemetery until June 26, 1948, when legislation which established the National Memorial Cemetery of the Pacific was signed by the President of the United States. Construction of the cemetery was under the supervision of the Honolulu District of the U.S. Army Corps of Engineers and it was dedicated on September 2, 1949, the fourth anniversary of V-J Day. Since its dedication, the secluded beauty and tranquility of the Cemetery has drawn millions of visitors. (This history section has been taken from the Master Plan report prepared by the firm of Donald Wolbrink and Associates, Inc. Honolulu, Hawaii, 1975.

As a result of significant public controversy on the master plan as originally studied in the Draft EIS (July 1979), a Revised Master Plan was conceived which eliminates the Parking Facility and Mini-Bus elements from the plan.

## 1.2 DESCRIPTION OF THE PROPOSED ACTION

### 1.2.1 SUMMARY OBJECTIVES OF THE PROPOSED MASTER PLAN.

The objectives of the master plan study were to evaluate the physical constraints and operational activities within the Cemetery and to prepare a comprehensive plan for its future development. Achievement of study objectives included investigation and evaluation of the following generalized elements.

- a. Elimination of traffic congestions and associated problems from Punchbowl Crater.
  - b. Increase burial capacity.
  - c. Improve administration and service facilities
  - d. Improve Overlook.
- (From information processed in Master Plan Report,  
D. Wolbrink and Associates.)

#### 1.2.2. THE REVISED MASTER PLAN CONCEPT

In response to the physical constraints of developing the Punchbowl crater and resolving the existing problems, the Revised Master Plan proposes the following elements:

- a. The construction of burial structures to meet the forecasted burial needs of the National Cemetery. Columbarium/Garden crypt structures would be built on several areas of the crater rim which have slopes that exceed 20% and frequent rock outcroppings and thus are not suitable for standard in-ground burials. Cemetery Criteria: Slope and rock, also the tunnel system, would be utilized to create a burial structure complex.

As of this date it is not anticipated that garden crypt structures will be built as they do not

appear to be cost-effective. They have been identified in the Master Plan and will be left for future consideration. The implementation of the Master Plan will include the construction of Columbarium structures at various locations.

b. The construction of a visitor/administration building outside of the crater proper on the approach road. Along with this building would be a minimal support parking terraced into the crater slopes. This location would control access to the Crater. It would also provide a transition or orientation to the cemetery before a visitor enters the crater.

c. The Revised Master Plan proposes the reconstruction of the crater overlook area. In place of the existing concrete perimeter wall would be a more visually appropriate moss rock wall topped with low shrubs and more trees planted in the area to enhance the setting and improve access and reduce traffic congestion.

### 1.3 ADDITIONAL PLANNING and ENVIRONMENTAL CONSTRAINTS

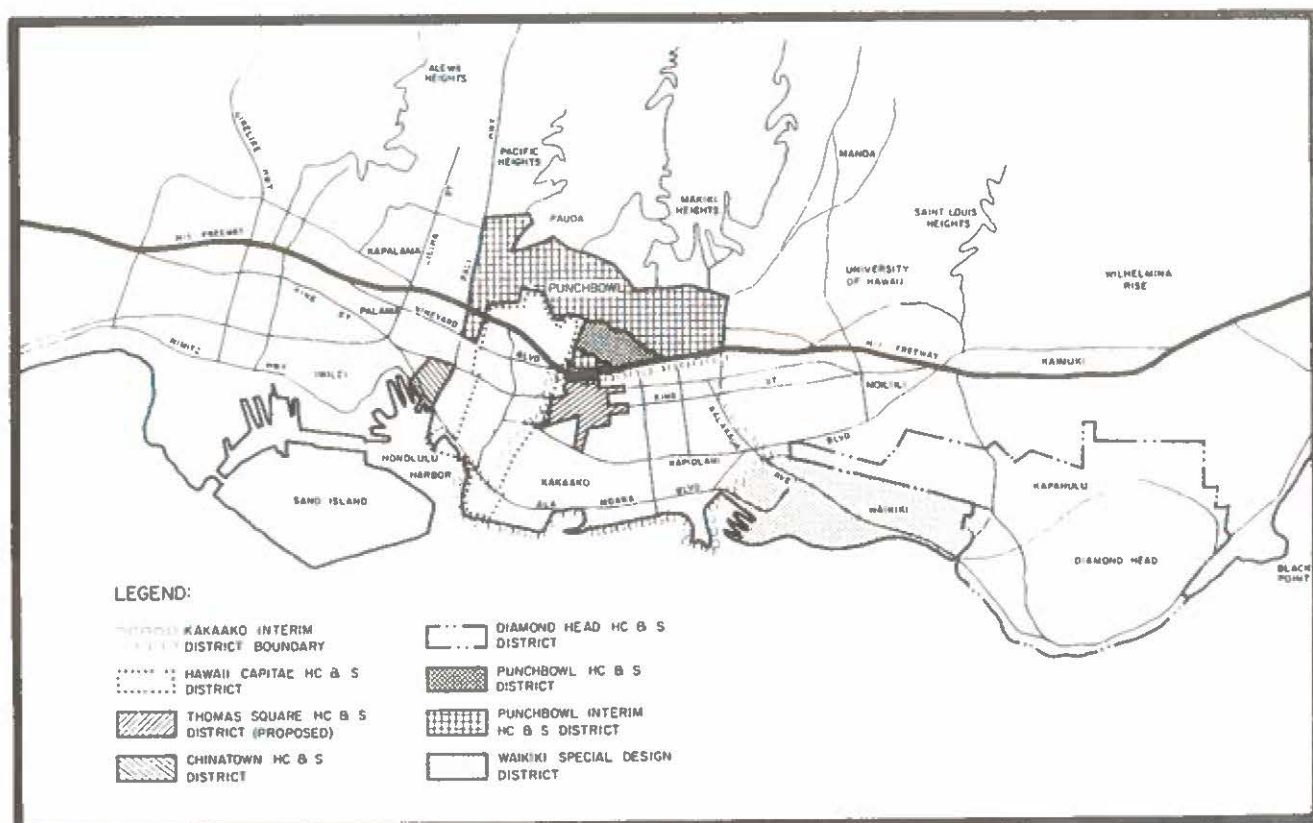
The National Memorial Cemetery of the Pacific is located in an area created to preserve the national beauty of the

Punchbowl and its immediate surroundings. This special zoning is the Punchbowl Historic, Cultural and Scenic District which provides development and design controls by imposing height restrictions and setback/open space requirements.

The significance of the Punchbowl as one of Hawaii's important historic, cultural, scenic landmarks, and scenic overlooks has long been recognized. The designated Punchbowl District is a result of a series of confrontations with proposed developments that had potential for disrupting or completely destroying views of the Punchbowl. Strong opposition from the community and the Veterans Administration was instrumental in the city's denial of Certificates of Appropriateness for highrise structures on Prospect Street in 1975.

Over the past several years various Bills and Ordinances have been passed to protect the Punchbowl. The latest is the revised Punchbowl Historic, Cultural and Scenic District, October 1978. (See Figure 1.2.)

An additional Planning Constraint is the visitation rates at the National Cemetery. In 1974, approximately 1,750,000 visitors entered the National Cemetery. This figure has increased in more recent years to 2 million and is estimated



SPECIAL DISTRICTS OF CENTRAL HONOLULU

FIGURE 1.2  
PUNCHBOWL DISTRICT

to exceed this. Only a small percentage of the visitation is involved in attending funerals and visiting gravesites. The remainder are touring the cemetery and visiting the scenic overlook, and well over half of these are coming on tour vans or buses.

The last constraint is the necessity to develop additional burial facilities if the National Cemetery is to remain open to interments. Existing capacity will keep the cemetery open until approximately 1981. If nothing is done, the cemetery will close to new interments. With the implementation of the proposed burial structures in the Master Plan, the longevity of the National Cemetery could be extended by over 60 years.

## 2.0 ALTERNATIVES INCLUDING THE PROPOSED ACTION

The Punchbowl Crater is fully committed to use as the National Memorial Cemetery of the Pacific. In terms of this commitment, the Veterans Administration has various viable alternatives for action. These alternatives include the following:

ALTERNATIVE A - The Original Master Plan. This alternative includes all the elements as described in the Description of the Proposed Action, Section 1.2 and a Parking Facility associated with the Visitor/Administration Building.



ALTERNATIVE B - The Revised Master Plan includes all the elements from ALTERNATIVE A except the most environmentally significant element; the Parking Facility. The elimination of this element results in one or a combination of options to eliminate the traffic congestion in the Punchbowl Crater:

- 1.) Close the Cemetery to all but actual gravesite visitors and funeral ceremonies. General visitors would have to forego the National Cemetery and the Overlook unless other means were established to get them in and out.
  - a) A tram system on the outside slope of the Punchbowl to the Overlook.
  - b) Another access road up the Crater Slope to the Overlook.
- 2.) Restrict the tour buses/limousines to set schedules but allow controlled access to private automobiles .

Options 1, 1a and 1b are not in the best interest of the Department of Memorial Affairs, Veterans Administration. The options would restrict the visitation to the National Cemetery, its' American Battle Monuments Commission Memorial - the Courts of the Missing and the panoramic view of Honolulu and surrounding from the Overlook and thus limit the much desired contact between the VA and the general public. Option 2 allows a means of control and yet keeps the National Cemetery open.

The environmental consequences of building a new access road up to the Overlook or a tramway system would be significant. The steep slopes, ground conditions and the aesthetics would be severely compromised. Also, heavy traffic would be injected directly into residential areas where it does not exist today.

ALTERNATIVE C - No Action. This alternative would almost immediately require closing the Cemetery to new interments and in a matter of several years the Cemetery would become inactive and in operation, a visitor attraction. The problems with traffic congestion would continue and increase unless the Cemetery adopts a restrictive visitation policy. There would be no improvements to the administrative and service functions or the Overlook. As a result of the significant historical and cultural resource at the Punchbowl and local state support for the improvement and continued operation of the National Cemetery there, closing of the Cemetery would meet with heavy public concern and resistance. Also, the value of land and its availability in the Hawaiian Island chain would make the creation of a new Pacific area cemetery extremely expensive and difficult.

### 3.0 AFFECTED ENVIRONMENT

This section describes the environment which will be affected by the implementation of the Master Plan for the National Memorial Cemetery of the Pacific, Punchbowl, Honolulu, Hawaii.

### 3.1 EXISTING NATURAL ENVIRONMENT

Location: The Punchbowl Crater is located on the island of Oahu on the edge of the Honolulu Central Business District.

(See Figure 3.1)

### 3.2 PHYSIOGRAPHY AND GEOLOGY

The island of Oahu is a volcanic doublet made up of the Waianae Range on the west and the Ko'olau Range on the east. Each is a remnant of a large shield volcano, but the term "range" conveys the fact that they have lost most of their original shield shape and now appear as long narrow ridges shaped primarily by erosion. Lavas from the Ko'olan Volcano, the younger of the two, banked against the already-eroded flank of the Waianae Volcano to form the gently sloping surface of the Schofield Plateau (See Figure 3.2).

Underlying the Punchbowl is a deep layer of Ko'olau Basalt, which is the base material for most of the Hawaiian Islands. Punchbowl Crater was formed approximately 100,000 years ago when molten lava broke through the existing layer of rock and sediment and cooled upon contact with the water table and the atmosphere. Punchbowl is a secondary crater or tuff cone which rises from the foot of the Ko'olau Mountain Range to an elevation of 500 feet above sea level. The Cemetery property covers 111.5 acres. The crater rim, which encircles 63.7 acres, has steep (25 percent to near

FIGURE 3.1  
GENERAL LOCATION

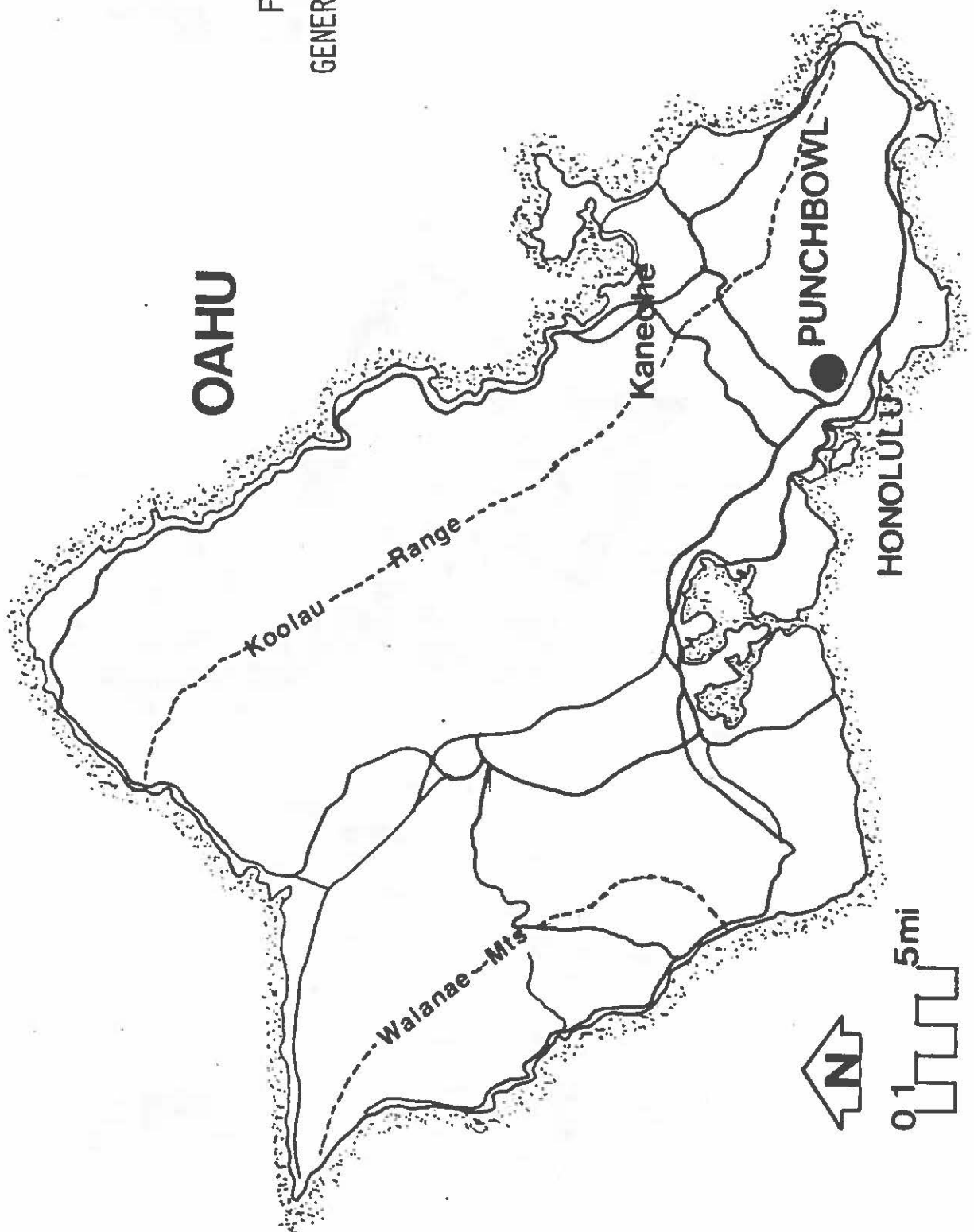
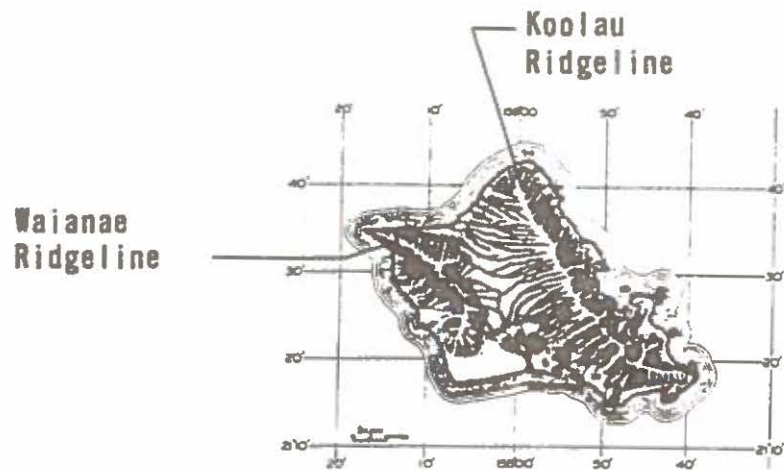
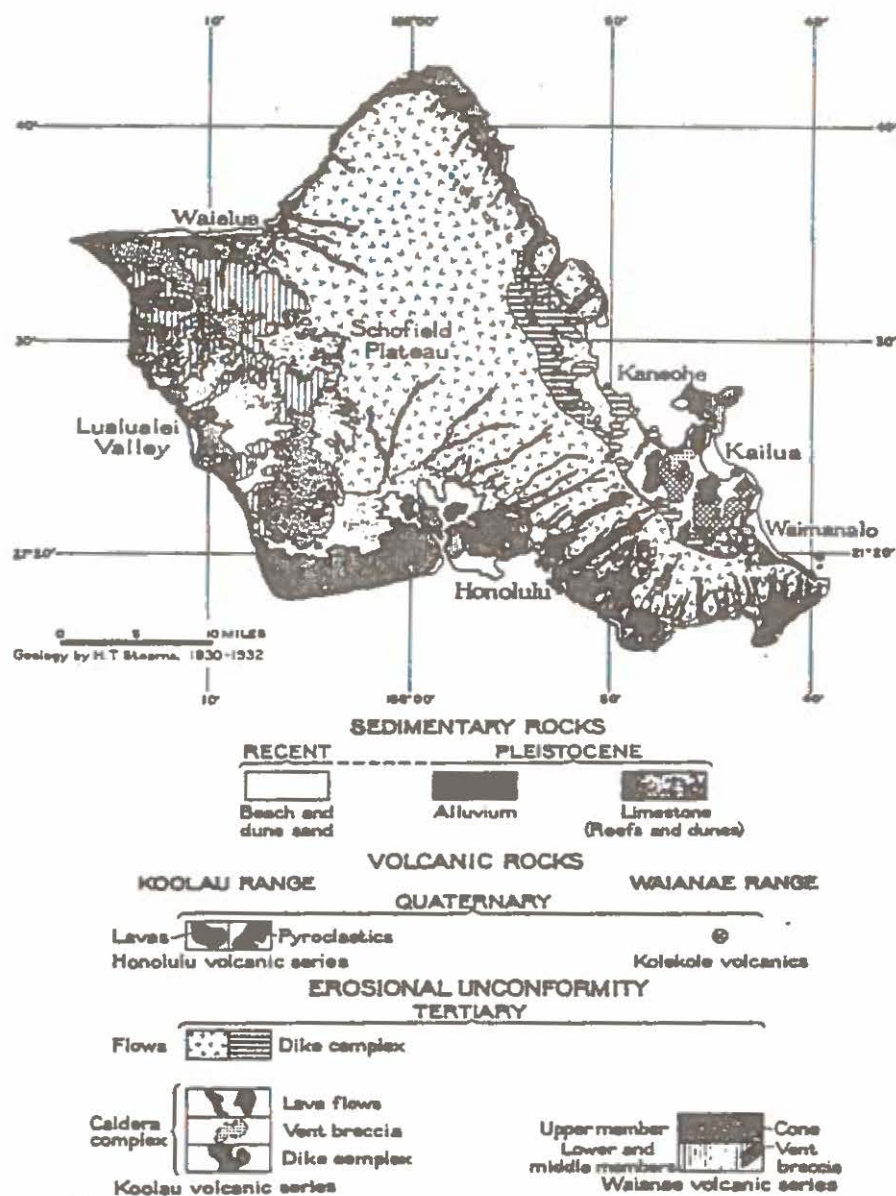


FIGURE 3.2  
GEOLOGY



SOURCE: STERNS 1939, 1948

SHADED RELIEF MAP, OAHU



vertical) exterior slopes and, with some exception, equally steep interior slopes. The crater floor, 47.8 acres, is the area presently used for below-ground interment.

### 3.3 SOIL

The soils of Punchbowl Crater are in the "Tantalus Series". These are well-drained soils of Oahu's upland areas, and are developed from volcanic ash and other weathered igneous rocks.

On the floor of the crater is Tantalus Silty Clay Loam. This soil has low fertility and an average depth of between one and three feet. On the outer slopes and the rim of the crater is exposed rock, with very shallow soil if any.

### 3.4 VEGETATION

Vegetation typical for the Punchbowl Crater include haele koa (*Leucaena leucocephala*), a large exotic shrub or small tree that is common throughout drier lowland areas in Hawaii. Also typical are Kiawa , Klu (*Acacia farnesiana*), and piligrass. Larger landscape plant materials include large scale, symmetrical monkaypods (*Samanea saman*) and banyans to smaller scale, more colorful paperbark (*Melaleuca leucadendria*), shower trees , and plumerias .None of these species known to be present are on the State's list of rare and endangered species.



## WILDLIFE

While no site specific wildlife study has been undertaken for this report it can be generalized that the rugged slopes, manicured interior lawns, various tree and flower types and urban surroundings offer habitat for various animal and bird types. Rodents, dogs, and cats would be most expected. The supply of artificial food sources (planted trees, mowed lawns, water, etc.) provide the attractants necessary to hold bird populations. Types of birds would most likely be relatively common to the island and no endangered species are expected.

### 3.6 CLIMATE

Year after year, the east to west tradewind flow remains the most prominent feature of the atmospheric circulation across the tropical Pacific. Summer winds come almost exclusively (85% of the time) from the east and northeasterly directions with an average velocity of 13 miles per hour. During the winter, the directions are much more varied, although east to northeast winds still predominate (35% of the time) with an average velocity of approximately 9 miles per hour.

The dominance of the tradewinds and the influence of the terrain give special character to the climate of the islands. Orographic precipitation occurs over the Ko'olau Mountains as the moist tradewinds rise to pass over them. As a result, completely cloudless skies are rare. Showers frequently drift off the mountains and sprinkle light, misty rain over the leeward shores. The average annual rainfall in the vicinity of Punchbowl Crater is approximately 40 inches. Roughly half of this occurs from December through March with averages of 4 to 6 inches per month. Averages for the drier months of June through September generally range from 1 to 2 inches per month.

The average monthly temperatures (collected at Honolulu International Airport) range from February, the coldest 71.1 degrees F./21.7 degrees C.; to August, the hottest - 79.5 degrees F./26.4 degrees C. This is an average difference of only 8.4 degrees F./4.7 degrees C.. Extreme temperatures in the past 57 years of record at the airport are 90 degrees F./32.2 degrees C. and 56 degrees F./13.3 degrees C..

### 3.7 AIR QUALITY

Ambient Air Quality: Both the State of Hawaii and the Federal Government have established air quality standards. A summary of present National Ambient Air Quality Standards (NAAQS) is presented in Table 3-A. The NAAQS are divided into primary (health-related) and secondary (welfare-related) standards. In

the case of the three major pollutants emitted as a result of fuel combustion, there are only primary standards. For sulfur oxides and particulate matter, there are both primary and secondary standards. It should be noted that for hydrocarbons, the standard has been set in order to prevent photochemical oxidant (Ox) formation (Table 3A). In other words, the standard is based on the precursor role of hydrocarbons in Ox formation and not on their adverse human health effects. Generally speaking, at normally encountered ambient levels, hydrocarbons are not considered particularly hazardous. (Of course, this does not apply to exceptions such as certain aromatic hydrocarbons, e.g., benzo[a]pyrene, or to organo-lead compounds, both of which are known carcinogens.)

Hawaii's State Air Quality Standards are substantially more stringent than those established by the Federal Government. As a result, they provide a greater margin of safety with regard to adverse human health and welfare effects. This being the case, most of the comparisons made in the forthcoming discussion will refer to the State's Air Quality Standards. It should also be noted that the State of Hawaii has a regulation pertaining to fugitive dust arising from construction sites. Downwind total suspended particulate (TSP) concentrations are permitted to be no more than 150 mg/m<sup>3</sup> above the upwind concentration as a 12-hour average (Health, State of Hawaii Dept. of, 1972).

No site specific air quality measuring was undertaken during this study. The proposed project action is anticipated to improve existing conditions by redesigning the overlook area and by scheduling the tour bus traffic to eliminate the congestion and conflicts that currently exist. The often heavy uncontrolled bus traffic in and around the Punchbowl Crater has an adverse impact on the ambient air quality as a result of emissions from the vehicles. No other significant air pollution sources exist in the vicinity of the Punchbowl Crater.

Table 3-A

SUMMARY OF STATE OF HAWAII AND FEDERAL AMBIENT AIR  
QUALITY STANDARDS

Pollutant	Sampling Period	Federal Standards		State Standards
		Primary <sup>a</sup>	Primary <sup>b</sup>	
1. Suspended Particulate Matter	Annual Geometric Mean	75	60	
(micrograms per cubic meter)	Annual Arithmetic Mean			55
	Maximum Average in any 24 Hours	260	150	100
2. Sulfur Dioxide	Annual Arithmetic Mean	80		20
(micrograms per cubic meter)	Maximum Average in any 24 Hours	365		80
(micrograms per	Maximum Average in any 3 Hours	1300		400
Carbon Monoxide (Milligrams per cubic meter)	Maximum Average in any 8 Hours	10		5
	Maximum Average in any 1 Hour	40		10
4. Hydrocarbons: Nonmethane	Maximum Average in any 3 Hours	160		100
(micrograms per cubic meter)				
5. Photochemical Oxidants	Maximum Average in any 1 Hour	160		100
(micrograms per cubic meter)				
6. Nitrogen Dioxide	Annual Arithmetic Mean	100		70
(micrograms per cubic meter)	Maximum Average in any 24 Hours			150

<sup>a</sup> Designed to prevent against adverse effects on public health.

<sup>b</sup> Designed to prevent against adverse effects on public welfare including effects on comfort, visibility, vegetation, animals, aesthetic values, and soiling and deterioration of materials.

TABLE 3-B

## EXISTING SOURCES OF AIR POLLUTION AT PUNCHBOWL

Source	Pollutants
Motor Vehicles:	CO, HC, NOx, SOx, Particulates
Passenger cars	
Light duty trucks	
Motorcycles	
Busses - diesel	
Landscape maintenance	
Equipment - gasoline	
Heavy-duty vehicles - gasoline	
Heavy-duty vehicles - diesel	
Waste Storage Area and Containers	Odors and organic vapors
Key: CO - carbon monoxide	
HC - hydrocarbons	
NOx - nitrogen oxides	
SOx - sulfur oxides	



### 3.8 WATER QUALITY

Surface Water Hydrology: The Punchbowl Crater is a natural, self-contained drainage basin. The interior floor is a symmetrically graded simple basin which allows for gentle sheet runoff into street gutters and inlets. A small underground system carries stormwater to a natural drainage outfall directly south of the entrance area.

There are no natural water courses (streams, springs, lakes, etc.) in the immediate Punchbowl area. On the steeper slopes, problems could exist with runoff and erosion if adequate ground cover is not present.

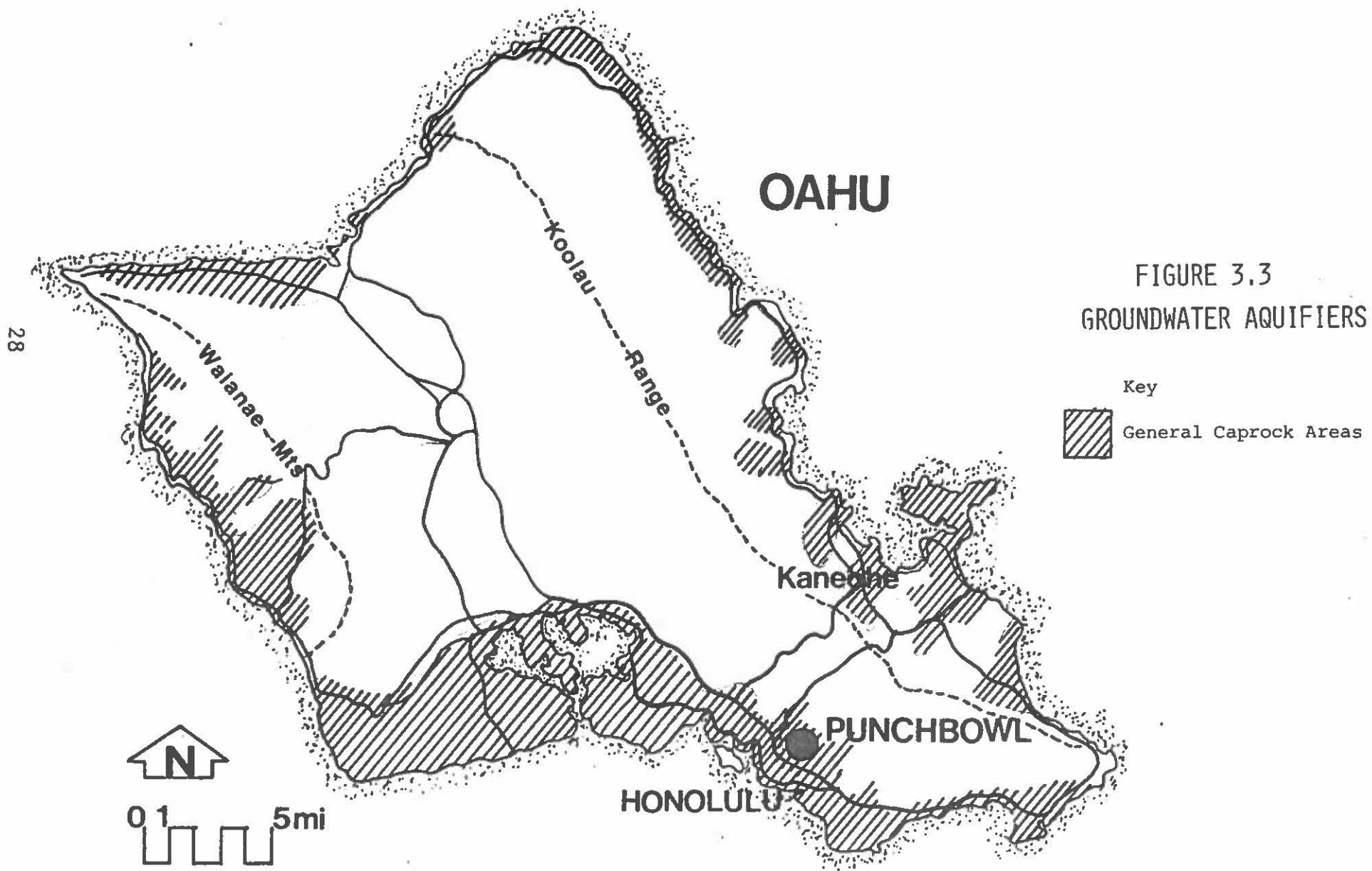
Runoff on the exterior slopes flows naturally into the surrounding urban areas and catchment system.

At present there are no known problems with surface water.

Ground Water Hydrology: The Punchbowl Crater overlies the edge of the relatively impermeable sedimentary caprock that separates the aquifer to the north from the ocean (see Figure 3.3). The aquifer is generally continuous with several different "isopiestic" areas separated from one another by less permeable sedimentary material that extends far below present sea level under the valley floors.

The Punchbowl water system does not have its own wells but operates from a Board of Water Supply main.

There is no known water pollution in the project area.



### 3.9 NOISE

No noise monitoring was conducted specifically for this report. Generally the National Memorial Cemetery is by nature and location a very quiet environment except during periods of heavy tour bus traffic.

The facility is not located in proximity to major noise sources such as highways, airports or major industrial complexes. The surrounding area at the Punchbowl is generally residential with institutional uses (schools) on one edge.

## EXISTING VISUAL CULTURAL ENVIRONMENT

### 3.10 VISUAL ENVIRONMENT

The National Memorial Cemetery of the Pacific, and Punchbowl Crater in particular, is both an object that is viewed from other locations, and a place which contains observers who wish to look out. To completely understand the importance of the visual environment, it is necessary to consider both of the roles.

#### Punchbowl Crater As A View Object

Punchbowl's slopes and profile stand out as a major natural landmark, distinguished from numerous public vantage points in Honolulu. From the air, its crater formation is distinctly identifiable. From pedestrian vantage points, its distinctive cinder cone forms a monumental image and backdrop to Central Honolulu.

Viewed from the community, Punchbowl slopes up from the architecturally busy plans of Honolulu, forming a soft-edged table of vegetation which, for many, is a continuing reminder of the island's origin. The upper slopes are generally well preserved in a natural vegetated state with the exception of two gun implacements on the makai slopes and some scarred areas within the crater. The profile of the upper cinder cone and crater are well defined; the ridges, valleys and natural folds are articulated by nature.

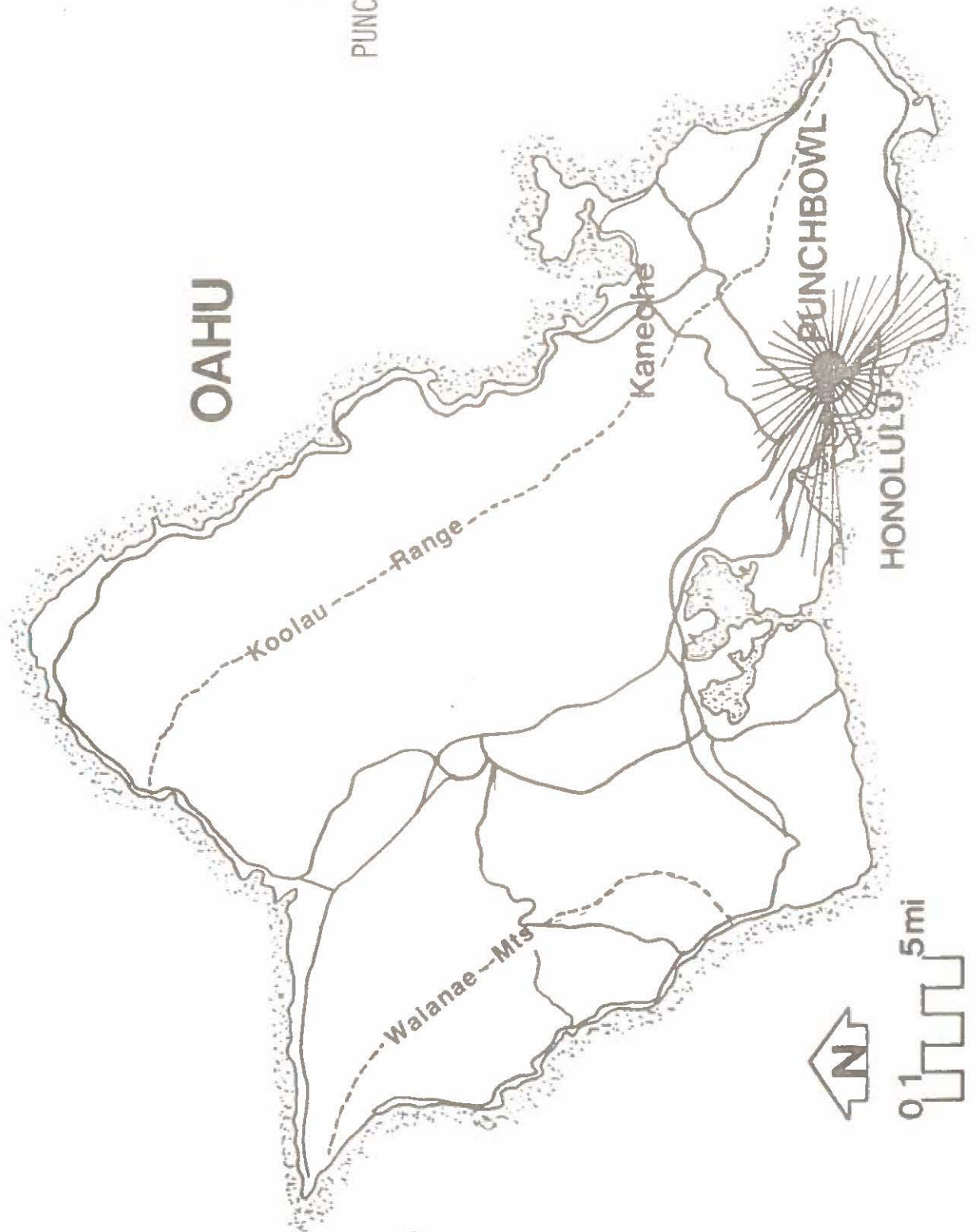
The lower slopes of Punchbowl are less discernable. To a large degree, they are covered with structures, some of which block out portions of Punchbowl's natural appearance.

Within the cemetery is a private and serene environment. The mature landscape and natural bowl of the crater define a "place" visually contrasted to the bustling city below Punchbowl. The view within the cemetery is backdropped by almost 180 degrees of uninterrupted sky on one side and looking the other direction, 180 degrees of the inland mountain ranges.

#### Punchbowl Crater As An Observation Point

The Overlook on the Punchbowl Crater ridge provides a panoramic 360 degrees view of downtown Honolulu, Waikiki, the beaches and harbor areas, Honolulu International Airport, the Waianae and Koolau Mountain Ranges and Diamond Head. This natural vista attracts millions of visitors each year including both tourists and island residents. (See Figure 3-4).

FIGURE 3.4  
PUNCHBOWL AS A VISTA



### Preservation of Punchbowl Scenic Views and Vistas

The Visual Environment Section of this environmental report has been generated out of research and reporting done by the Department of Land Utilization, City and County of Honolulu. To protect and preserve the Punchbowl's natural beauty and the significant views and vistas, the Punchbowl Historic, Cultural and Scenic District has been created. Through height limitations and open space zoning, the Punchbowl District will restrict development that would significantly and adversely have impact on the Punchbowl Crater and its visual environment.

#### 3.11 CULTURAL RESOURCES

As defined in the previous Section on Visual Environment, the Punchbowl is of significant importance locally, nationally and internationally. Apart from its scenic views and vistas, Punchbowl is culturally significant in terms of geology and human history.

As a result of many decades of development within the crater, there are no known or anticipated archeological sites, but the cultural history of the Punchbowl Crater lives on. Pre-contact Hawaiians used the crater in offering sacrifices to appease pagan gods and for capital punishment of violators of the many taboos. Following years found the Punchbowl important in defense and ceremonial actions. The National Memorial Cemetery of the Pacific was created in 1948. It has served as burial ground for veterans of



the Spanish-American War, the Boxer Rebellion, World War I, World War II, the Korean War, and the Vietnam War. It was placed on the Hawaii Register of Historic Places on January 3, 1975, and on the National Register of Historic Places on January 11, 1976.

As a result of the significance of the Punchbowl Crater, the National Memorial Cemetery of the Pacific and significant man-made features (historic buildings and structures in the Punchbowl area), Punchbowl Historic, Cultural and Scenic District exists. The following are objectives of this City and County Honolulu Ordinance (1).

1. Preserve and enhance Punchbowl's existing form and character.
2. Preserve and enhance the natural appearance of Punchbowl's slopes, its approach streets, and the park-like character of the surrounding area.
3. Preserve and enhance significant views to and from Punchbowl, especially those within highly developed and heavily travelled areas.
4. Preserve and enhance Punchbowl as a significant natural landmark viewed from public streets and public places within Honolulu.
5. Encourage landscaping which will enhance views and the general character of the Punchbowl area.
6. Encourage new development which will complement the natural features of the Punchbowl District and public views to and from it.
7. Preserve, enhance and restore the serene and scenic qualities within the National Cemetery and the scenic qualities of views from the lookout.
8. Preserve and restore, to the extent possible, buildings and sites of historic, cultural and/or architectural significance, and encourage new development which is compatible with and complements those buildings and sites.

(1) A Bill For An Ordinance To Amend Ordinance No. 4488 And Extend Historic, Cultural and Scenic District No. 3, The Punchbowl District; Ordinance No. 77.60 Approved by Council on Thursday, October 26, 1978.

## EXISTING MANMADE ENVIRONMENT

### 3.12 LAND USE/ZONING

The 1964 General Plan Map and Detailed Land Use Map (Figure 3-5) and the Existing Zoning Map (Figure 3-6) (both from the Department of Land Utilization City and County of Honolulu) illustrate the existing land use conditions and permitted development types. In those areas designated A-3, A-4, B-2 and I-1, 350 foot high structures are permitted. Maximum heights of 40 feet are permitted in areas designated A-2, 30 foot heights permitted in areas designated B-1 and A-1; and 25 foot heights are permitted in all Residential (R) Districts.

The Federal Government owns 111.54 acres of land in and immediately around the Punchbowl Crater. This includes all the developed National Cemetery land within the Crater and a 200 to 500 foot strip around the exterior rim. Additional ownership definition is defined on Figure 3-7 Major Land Ownership (Department of Land Utilization City and County of Honolulu). The VA acquired a 5+ acre parcel of land on the exterior slope to provide space for the development of this Master Plan.

### 3.13 CIRCULATION

Major streets providing access to the Punchbowl area include: Queen Emma Street, School Street, Lusitana Street, Ward Avenue,

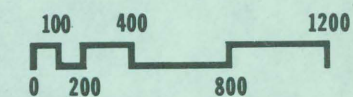
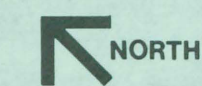












## MAJOR LAND OWNERSHIP

### LEGEND:

- FEDERAL GOVERNMENT
  - STATE GOVERNMENT (STATE OF HAWAII)
  - LOCAL GOVERNMENT (CITY & COUNTY OF HONOLULU)
  - PRIVATE:
- 1 PUNAHOU SCHOOL
  - 2 OAHU CEMETERY
  - 3 KUAKINI HOSPITAL AND HOME
  - 4 SISTERS OF THE SACRED HEARTS
  - 5 ROMAN CATHOLIC CHURCH
  - 6 CENTRAL UNION CHURCH OF HONOLULU
  - 7 QUEEN EMMA GARDENS
  - 8 HAWAIIAN ASSOCIATION OF SEVENTH-DAY ADVENTIST
  - 9 NUUANU MEMORIAL PARK
  - 10 SHRINERS HOSPITAL
  - 11 CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
  - 12 HAWAII CONF OF THE UNITED CHURCH OF CHRIST
  - 13 HONPA HONWANJI MISSION
  - 14 KAUAIKOLANI CHILDRENS HOSPITAL
  - 15 HONOLULU MYOHOJI
  - 16 HONOLULU MEMORIAL PARK
  - 17 YMCA/YWCA
  - 18 HAWAII BAPTIST CONVENTION
  - 19 THE COMMUNITY CHURCH OF HONOLULU
  - 20 ARVA B. AND ELWOOD CHRISTENSEN
  - 21 KAPIOLANI HOSPITAL
  - 22 IMPERIAL JAPANESE GOVERNMENT
  - 23 THE PACIFIC CLUB
  - 24 KET ON FUI KON ASSOCIATION
  - 25 HONOLULU SCOTTISH RITE BODIES TRUST
  - 26 YEE KING TONG
  - 27 HONOLULU SAKI BREWERY AND ICE CO., LTD.
  - 28 SOTO MISSION OF HAWAII
  - 29 HANAHUOLI SCHOOL
  - 30 ETHEL DOWSETT VON GELDERN
  - 31 HYACINTH YOUNG TRUST
  - 32 JODO MISSION OF HAWAII
  - 33 AMFAC FINANCIAL CORPORATION
  - 34 FIRST CHURCH OF CHRIST SCIENTIST
  - 35 GAIL PERRY
  - 36 THE PARISH OF SAINT CLEMENTS
  - 37 VIOLET S. RHO ESTATE
  - 38 CHRIST METHODIST CHURCH
  - 39 SYNOD OF SOUTHERN CALIFORNIA
  - 40 ROBERT T. GOTO
  - 41 CHUN HOON PROPERTIES
  - 42 CLARENCE O. FURUYA
  - 43 THEO. H. DAVIS & CO. LTD. TRUST
  - 44 STANLEY N. MILLER
  - 45 DWIGHT M. RUSH
  - 46 PAUOA CHINESE CHRISTIAN CEMETERY
  - 47 MAKIKI TOWER INVESTMENT CO.
  - 48 GUSSIE M. BOLTE TRUST
  - 49 GEORGIA C. SOUZA TRUST

DATA SOURCE: DEPARTMENT OF LAND UTILIZATION SURVEY - 1977

FIGURE 3.7



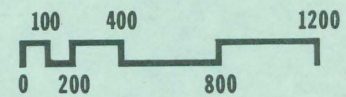
Nehoa Street and Wilder Avenue. The traffic direction and volumes of street traffic are documented on the following plan (Figure 3-8) prepared for the Department of Land Utilization City and County of Honolulu. The information source was the State Department of Transportation Survey - 1973; and the Department of Land Utilization Survey - 1976. The Punchbowl receives approximately 2 million visitors annually, of which well over half are visitors from out of state. Approximately half of the visitor traffic arrives on tour buses or vans/limousines. The heavy volume of traffic to Punchbowl has intensified the use of adjacent neighborhood streets between the hours of 9:00 AM and 3:30 PM daily. The heaviest volume occurs annually on Easter Sunday (Sunrise Service) and the three-day Memorial Day weekend.

### 3.14 UTILITY SYSTEMS

Water: The existing water system operates from a 100,000 gallon storage tank located on the entrance drive. An 8-inch cast iron Board of Water Supply water main maintains proper levels for storage. A loop system supplies water to the National Cemetery from this supply tank for all domestic, irrigation and fire emergency uses. A 2,000 gallon water tank located at the rim of the crater, directly behind the Memorial, provides for domestic consumption during the day. The existing system is generally in good condition with the exception of the irrigation network.

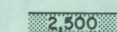
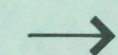

Irrigation System: The entire landscaped area at Punchbowl is watered by a manual control distribution system first installed





## TRAFFIC PATTERNS & VOLUMES

### LEGEND:

-  AUTO TRAFFIC VOLUME (NO. OF CARS/24 HRS.)  
-SEE TRAFFIC SCALE BELOW  
(BASED ON 1973 DATA FROM DOTS)
-  DIRECTION OF VEHICULAR TRAFFIC
-  TOUR BUS ROUTES (1976 DLU SURVEY)

DATA SOURCE: STATE DEPARTMENT OF TRANSPORTATION SURVEY-1973  
DEPARTMENT OF LAND UTILIZATION SURVEY-1976

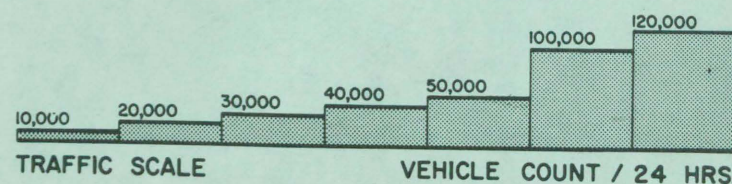


FIGURE 3.8



in 1948 with subsequent additions and modifications. The distribution laterals off the cast iron loop mains are galvanized pipes sized from two-inch to 3/4 inch. Only the most recent installation back of the Memorial is of copper laterals. The sprinkler equipment includes rotary pop-ups, quick couplers, and portable sprinklers for difficult areas.

Daily irrigation begins at 4:00 PM and continues to midnight. Typical irrigation zones may have ten to fifteen sprinkler heads off a valve. The largest has 31 heads in Section V, and its requires two pumps operating at over 200 p.s.i.

Except for the cast iron loop mains, the sprinkler equipment is old and worn, and many heads are damaged beyond repair. In addition, checks of laterals and valves indicate that internal deposits are decreasing operating pressures within the system. Also, the distribution of sprinkler heads is inconsistent for uniform valve control.

#### Storm Drainage:

Punchbowl Cemetery is graded as symmetrically as the layout itself and creates a perfect but simple drainage basin. The gentle slope lends itself to directing sheet runoff to the street gutters and inlets. A small underground system of concrete pipes conveys storm water to a natural drainage outfall directly south of the entrance circle.

In general, the system is excellent. Tree roots which have

slightly shifted street gutters in a few locations are the only noticeable problems.

#### Sanitary Sewer:

The existing system consists of a series of six-inch mains servicing the office area, the Memorial, and the maintenance area. The most recent modification was in 1966 when improved connections were made to the City and County system. The present system is satisfactory for existing uses.

#### Electrical System:

The primary electrical circuits consist of a 4160-volt system supplied by the Hawaiian Electric Company that feeds all the distribution transformers within Punchbowl Cemetery. The transformer station is located adjacent to the main water storage tank on the entrance drive. The distribution transformers are located at the main office, maintenance facility, and at the Memorial. From these transformers, secondary circuits are distributed as 480/227 and 120/240 volt systems that are usable power circuits.

Although servicing and minor repairs are needed within the system, it is basically sound and suitable for existing uses.

### 3.15 SOCIOECONOMIC

As defined under Section 3-11, the Punchbowl is a cultural resource with deep ties in the society. History has given the

crater important status and it is anticipated that this will not change. The operation of the National Memorial Cemetery of the Pacific has preserved this resource and will continue to do so.

The National Cemetery provides employment for approximately 39 staff with a total annual payroll of \$660,000 (1978). Other than the economic benefits to the region drawn from the day to day operation of the facility (supplies and equipment) and the spin-off drawn on the tourist industry, the National Cemetery at Punchbowl is not a significant economic factor. This is evident in surveying the surrounding land uses and development patterns which have the Punchbowl surrounded by residential and school uses. The Punchbowl is an important social resource, but only a minor economic resource for the region and state as a whole.

#### 4.0 ENVIRONMENTAL CONSEQUENCES

##### SCOPING PROCESS

The proposed Master Plan for the National Memorial Cemetery of the Pacific has been presented to public officials on many levels from the local to national scene. It has also received public review through these presentations and many other public meetings. Though these meetings/presentations and meetings conducted in the preparation of this environmental analysis, the consequences of the proposed action have been identified as being of significant concern or determined to be of only negligible or insignificant impact.

As a result of public controversy generated by the proposed Master Plan, the Veterans Administration reacted by reviewing the scope of the action and proposing a Revised Master Plan.

The following sections (4.1 through 4.2) evaluate the anticipated environmental impacts of the Revised Master Plan. Section 4.3.1 and 4.3.2 deal with the other master plan alternatives.

The following sections define in brief the areas of insignificant impacts and then discuss the areas of major concern and significant impact.

#### 4.1 NEGLECTIBLE OR INSIGNIFICANT CONSEQUENCES

##### 4.1.1 Physiography, Geology, Soils

The scope of the proposed action will have no long term adverse impact on the general areas of physiography, geology and soils. There is the potential for erosion with the development of the various projects on the crater slopes. Through construction specifications and monitoring, proper procedures will be implemented to protect the environment from erosion (these procedures will include but not be limited to; diversion of surface runoff away from the major construction sites during construction and the re-vegetation of slopes following construction activities). Overall drainage patterns in the project area will not be impacted.

#### 4.1.2 VEGETATION AND WILDLIFE

Several of the elements of the Revised Master Plan will require heavy construction activities resulting in the loss of ground cover, shrubs and some trees during construction. Subsequent to construction, the landscape will be sensitively restored to create a pleasing setting around the facilities. There is no anticipated loss of rare or endangered plant types as none are identified on the site.

There will be only the temporary construction impacts on the wildlife of the area. With the landscape restoration following construction, wildlife habitat conditions will not be significantly impacted. There is no anticipated impact on rare or endangered wildlife species.

#### 4.1.3 CLIMATE

The scope of the proposed Revised Master Plan will have no significant impact on existing climate conditions.

#### 4.1.4 WATER QUALITY

There is no anticipated impact on the ground water systems as the Punchbowl is not sited over the aquifer recharge areas.



Through the implementation of proper erosion control measures during construction, sedimentation conditions in the surface water storm run-off will be essentially eliminated. The subsequent landscape activities will re-establish ground covers and other plants to naturally secure the slopes from erosion conditions.

#### 4.1.5 BUILDINGS/UTILITIES

The scope of the proposed Revised Master Plan will greatly improve the existing facilities within the National Cemetery and their operation. Increased burial capacity will allow the cemetery to remain operational, improved irrigation will enhance the visual resource within the crater, and the improved maintenance facilities and administration/visitor reception facilities will be positive factors in improving the overall operation of the National Cemetery. There is no anticipated significant impact on utility systems other than the improvements that will occur with major construction activities. Electric power and water/sewer capacity are readily available.

#### 4.1.6 SOCIOECONOMIC/COMMUNITY SERVICES

Security for the crater will be improved by the control of most traffic on its interior and by the control

conditions created by the development of the visitor's center. None of the proposed projects will increase the potential for fire hazards in the area, so additional fire protection will not be required. Trash removal will not be significantly altered by the proposed development of new facilities.

The proposed projects will have a direct economic impact on the community with construction resources and activities. The cemetery will continue to be supported by the Federal Government.

The costs to construct the proposed master plan is presently estimated to be approximately 20 million dollars. This would result in millions of dollars coming directly into the island's economy from Federal sources.

The proposed facilities will add several new jobs to the local economy. Also, annual operating costs will go up substantially due to the added costs of new equipment and activities.

The indirect economic impact may be substantial, though it is very difficult to measure. The proposed improvements which will allow the cemetery to continue as a major tourist attraction, will have a lasting impact on the

island's economy. It is part of the total spectrum of tourist activities which affect the number of people who choose to visit the islands, their length of stay, and the image they convey to others following their trip.

Proposed improvements to the crater will expand the burial capacity of the cemetery substantially, thus providing a social need which is all too often forgotten in contemporary planning. The decision to utilize burial structures which are a far more efficient use of space than conventional underground burials also has social merit. This will allow the crater to be used for many more years without requiring that a new site be found that would also need to be committed eternally for burial purposes.

Under the current master plan, the largest supply of burial facilities will be the columbariums (for urns), and the smallest supply will be in-ground burial plots. Present indications are that demands are in the reverse order, meaning that burial plots will be used up rather quickly, followed by a large supply of columbaria structures. However, social mores are changing and cremations are becoming more popular which may alter the supply and demand functions. Nevertheless, at some point in the future, burials at Punchbowl will be in urns only, and if a veteran does not wish to be cremated, he (or she) will have to be buried elsewhere.

Of significance is the social impact of one family which currently occupies a home on the government owned land. Negotiations with this family and the appropriate local, State and Federal agencies will continue. Assistance in relocating them in the community will be provided, if requested, at some future time should the Veterans Administration require the land for the use of the government. Until such time, the family will be given formal permission to continue their habitation on federal land.

#### 4.1.7 HISTORICAL AND ARCHAEOLOGICAL SITES

Punchbowl is of great significance, both geologically and historically, and much of this will undoubtedly be documented at the proposed visitor center. There are, however, no known archaeological sites where the proposed projects are located. The required review procedures through the National Historic Preservation Act have been followed and the correspondence is included in this report (Exhibit 4-1). This report will be submitted for the review of the appropriate Preservation Offices.

#### 4.2 SIGNIFICANT CONSEQUENCES AND ISSUES OF PUBLIC CONCERN

The scoping process has resulted in the Revised Master Plan which eliminates the controversial Parking Facility from the project action. This revision resulted from comments from the concerned neighborhood groups voiced at an informal public meeting.

#### 4.2.1 LAND USE, CULTURAL AND VISUAL RESOURCES

As a result of the significance of the Punchbowl Crater and its history, the City and County of Honolulu have established the Punchbowl Historic, Cultural and Scenic District. This District through land use restrictions and height limitations will preserve the environment around the Punchbowl. The National Cemetery is included in the Conservation District as established by the State Land Use Commission (Chapter 205, Hawaii Revised Statutes).

The elements of the Master Plan which are proposed within the Punchbowl Crater will have only negligible impact on this District. The proposed Visitor/Administration Facility on the outside slopes of crater will be of significant impact. Through a land trade with the State, the Veterans Administration has acquired a 5+ acre parcel of land on which to construct this Facility and provide a means of protecting the Crater slope from development as long as the National Cemetery exists as a historic and cultural resource.

During construction and for a period after construction completion, the new Facility will be a visual intrusion on the Punchbowl Crater slope as viewed from several residential areas. However, through sensitive site design and a major effort in landscaping, the Facility will fit into the hillside. Following the maturation of trees and shrubs, it will begin to blend into the fabric of the crater slope. Design studies will be initiated to achieve this goal.



#### 4.2.2 TRAFFIC SYSTEM/NOISE/AIR QUALITY

The activities totally contained in the crater will have only positive impact on the environment. The elimination of a high percentage of traffic from the cemetery's road system will establish a far more sensitive cemetery environment and create a feeling that this is a special place separated from the busy outside environment and preserved in perpetuity.

##### Traffic and Parking

The Revised Master Plan proposal will consider only minimal support parking for the Administration/Visitor Building. The previous Master Plan proposed that a multi-level parking facility be developed along with the Administration/Visitor facility, but because of the public concern voiced about this aspect of the Master Plan, the parking facility has been deleted.

In place of providing parking spaces for controlling tour buses/limousines and visitors automobiles, management strategies will be implemented to restrict miscellaneous traffic from the Cemetery during periods of cemetery services. This action will eliminate the conflict between the Cemetery function and tour groups. Also, the scheduling of tours over several time periods during the day will reduce bus traffic both in and around the Punchbowl.



There will be some parking associated with the Administration/Visitor Center, but this will only be minimal short term parking for those visitors requiring information.

### Noise

With the elimination of tour buses and vans from the interior of the crater during burial periods, the Cemetery will be a quieter environment. The scheduling of the buses over many hours during the day is anticipated to reduce the noise conditions associated with the many buses that currently stack up in the Cemetery.

The buses will still have to utilize Puowaina Drive to access the Cemetery. This means that the general operating noise of a bus climbing the grade up into the crater will not change. However, fewer buses will be scheduled at a time so the brief noise impacts will be distributed throughout the day.

At present, a single bus climbing the slight grade into the crater probably produces about 82 dba at 50 feet distance; the passage of several automobiles probably generates about 70-72 dba at the same distance (according to Sadamoto Iwashita, State Department of Health in the May 23, 1973 Honolulu Star Bulletin article "Buses Violating

Noise Rules"). Applying a generally accepted formula for noise attenuation with distance, these levels are probably about 4 dba lower at the outside of the houses. The wood frame interior noise level due to traffic, then, is probably about 59 to 61 dba by cars and 71 dba by a single bus. Using the human response criteria established by the Council on Environmental Quality (First Annual Report of the Council on Environmental Quality, August 1970), the automobile noise is 7 to 9 dba below the "intrusive" level, but a passing bus is 3 dba above it. It is likely, for example, that the passage of a bus interrupts telephone conversations temporarily.

#### Air Quality

Ambient air conditions are not anticipated to change as a result of this project. Only air conditions in the crater will be improved as a result of fewer buses at a given time. Otherwise, the overall visitor levels should continue to grow as the Hawaii tourist industry grows. The anticipated increase in visitors to the cemetery will bring an increase in exhaust emissions from the additional vehicles along lower Puowiana Drive.

Maintenance vehicles (especially lawn mowers) will continue to emit small quantities of exhaust within the crater.

Since there will be no cremations or other mortuary services performed at the crater, there are no potential air quality problems which some may associate with these activities. Compartments in the proposed burial structures will be completely sealed once they are filled with urns, eliminating any real or imagined odors which may be emitted from the structures.

#### 4.3 ENVIRONMENTAL CONSEQUENCES OF THE VIABLE ALTERNATIVES

##### 4.3.1 ALTERNATIVE B (ORIGINAL MASTER PLAN INCLUDING THE PARKING FACILITY)

This alternative represents the original master plan as proposed by the Veterans Administration. It includes the development of a multi-level parking facility and a mini-train (bus) system. The plan offers the most benefits to the operation and control of the National Cemetery. It does however create several potential adverse impacts: 1) major construction over a large area on the outside crater slope; 2) traffic, air quality and noise level impacts associated with a large parking structure and 3) visual impact. The impacts of the traffic and air/noise levels would be mitigated through the implementation of management strategies to limit the number of vehicles in and around the Punchbowl. The visual impact would be mitigated by careful design and the use of mature landscape materials to buffer or soften the lines of the facilities.



During a visit to Honolulu (October 22-26, 1979), representaives from the Veterans Administration met with local interest groups and neighborhood associations. Subsequent to these meetings, the VA reviewed the proposed scope of work at the National Cemetery and concluded that the parking facility would be deleted from the Master Plan.

#### 4.3.2 ALTERNATIVE C (NO ACTION)

The environmental consequences of no action would be significant only in the areas of the increasing traffic congestion, noise and air quality.

5.0 COMMENTS RECEIVED ON DRAFT ENVIRONMENTAL IMPACT STATEMENT (April 1979)

The following section includes all comments received on the Draft EIS. Immediately following each commenting letter is the Veterans Administration's response to the individual comments. Some of the responses have been resolved by the revision of the Draft EIS in the preceeding pages entitled Revised Draft EIS.

DANIEL K. INOUE  
HAWAII

*D. STEEN*  
PRINCE KUHIO FEDERAL BUILDING  
ROOM 6104, 300 ALA MOANA BOULEVARD  
HONOLULU, HAWAII 96850  
(808) 546-7930

## United States Senate

ROOM 105, RUSSELL SENATE BUILDING  
WASHINGTON, D.C. 20510  
(202) 224-3834

August 24, 1979

Mr. V. P. Miller  
Assistant Administrator  
for Construction  
Veterans Administration  
Office of Construction  
Washington, D.C. 20420

Dear Mr. Miller:

Thank you very much for your recent communication  
enclosing a copy of the Draft Environmental Impact  
Statement for the Proposed Master Plan, National  
Memorial Cemetery of the Pacific, Honolulu, Hawaii.

Your thoughtfulness in sharing a copy of the  
above mentioned report is greatly appreciated.

Aloha,

*[Signature]*  
DANIEL K. INOUE  
United States Senator

DKI:mcb

*cc: 604A*

OFFICE OF DIRECTOR  
LAND MANAGEMENT SERVICE

AUG 28 1979

TO *0810*  
REPLY BY \_\_\_\_\_  
SIGNATURE OF \_\_\_\_\_

OFFICE OF AA/C	
AUG 27 1979	
TO <i>087</i>	THRU <i>087/007A</i>
FOR _____	
DUE DATE _____	

*087A  
8/27*

*cc  
CND*

*CAD*





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

215 Fremont Street  
San Francisco, Ca. 94105

Project #D-UAD-K86008-HI

Mr. Willard Sitler  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Ave N.W.  
Washington DC 20420

SEP 20 1979

Dear Mr. Sitler:

The Environmental Protection Agency (EPA) has received and reviewed the draft environmental impact statement (DEIS) titled MASTER PLAN, NATIONAL MEMORIAL CEMETERY OF THE PACIFIC HONOLULU, HAWAII.

The EPA's comments on the DEIS have been classified as Category LO-1. Definitions of the categories are provided on the enclosure. The classification and the date of the EPA's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act. Our procedure is to categorize our comments on both the environmental consequences of the proposed action and the adequacy of the environmental statement.

The EPA appreciates the opportunity to comment on this draft environmental impact statement and requests three copies of the final environmental impact statement when available.

If you have any questions regarding our comments, please contact Susan Sakaki, Acting EIS Coordinator, at (415) 556-6695.

Sincerely yours,

*Terry H. Hump*  
for Carl C. Kohnert, Jr., Director  
Surveillance and Analysis Division

Enclosure

RECEIVED  
SEP 26 1979  
0880

*Reed* VA  
SEP 25 1979

## EIS CATEGORY CODES

### Environmental Impact of the Action

#### LO--Lack of Objections

EPA has no objection to the proposed action as described in the draft impact statement; or suggests only minor changes in the proposed action.

#### ER--Environmental Reservations

EPA has reservations concerning the environmental effects of certain aspects of the proposed action. EPA believes that further study of suggested alternatives or modifications is required and has asked the originating Federal agency to reassess these aspects.

#### EU--Environmentally Unsatisfactory

EPA believes that the proposed action is unsatisfactory because of its potentially harmful effect on the environment. Furthermore, the Agency believes that the potential safeguards which might be utilized may not adequately protect the environment from hazards arising from this action. The Agency recommends that alternatives to the action be analyzed further (including the possibility of no action at all).

### Adequacy of the Impact Statement

#### Category 1--Adequate

The draft impact statement adequately sets forth the environmental impact of the proposed project or action as well as alternatives reasonably available to the project or action.

#### Category 2--Insufficient Information

EPA believes that the draft impact statement does not contain sufficient information to assess fully the environmental impact of the proposed project or action. However, from the information submitted, the Agency is able to make a preliminary determination of the impact on the environment. EPA has requested that the originator provide the information that was not included in the draft statement.

#### Category 3--Inadequate

EPA believes that the draft impact statement does not adequately assess the environmental impact of the proposed project or action, or that the statement inadequately analyzes reasonably available alternatives. The Agency has requested more information and analysis concerning the potential environmental hazards and has asked that substantial revision be made to the impact statement.

If a draft impact statement is assigned a Category 3, no rating will be made of the project or action, since a basis does not generally exist on which to make such a determination.



United States  
Department of  
Agriculture

Soil  
Conservation  
Service

P. O. Box 50004  
Honolulu, Hawaii  
96850

September 17, 1979

Mr. Willard Sitler, Director  
Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Ave., N.W.  
Washington, D.C. 20420

Dear Mr. Sitler:

Subject: National Memorial Cemetery of the Pacific  
Honolulu, Hawaii - Veterans Administration

We have reviewed the subject draft environmental impact statement  
and have no comments to offer.

Thank you for the opportunity to review this document.

Sincerely,

Jack P. Kanalz  
State Conservationist

cc:  
Director, Office of Federal Activities (Mail Code A-104)  
Environmental Protection Agency  
Room 537, West Tower  
401 M Street, S.W.  
Washington, D.C. 20460

RECEIVED  
SEP 26 1979  
088C

Rec'd VA  
SEP 25 1979





RESPONSE TO U.S. DEPARTMENT OF THE INTERIOR

COMMENT 1. The Veterans Administration has greatly reduced the amount of construction proposed for the center slope area at the National Cemetery. As soon as final decisions are reached in terms of the Revised Master Plan and construction is actually funded, an archeological survey will be completed for the development area. The Veterans Administration will maintain contact with the appropriate offices and full compliance with the National Historic Preservation Act and Executive Order 11593.



REGION IX  
450 Golden Gate Avenue  
P.O. Box 36003  
San Francisco, California 94102

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
AREA OFFICE  
300 ALA MOANA BLVD., RM. 3318, P. O. BOX 50007  
HONOLULU, HAWAII 96850  
November 28, 1979

DS

IN REPLY REFER TO:  
9.1SS (Johnson/  
546-5554)

Mr. Willard Sitler  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, NW  
Washington, D.C. 20420

Dear Mr. Sitler:

Subject: Draft Environmental Impact Statement for the  
National Memorial Cemetery of the Pacific  
Honolulu, Hawaii

The Honolulu Area Office finds that the proposed improvements  
at the National Cemetery of the Pacific as outlined in the  
Draft EIS do not adversely impact on HUD programs or projects.

We apologize for the delay in responding, however, the Draft  
EIS was received by this office on November 13, 1979.

Sincerely,

  
Alvin K. H. Pang  
Area Manager

REC'D  
DEC 5 1979  
088C

Rec'd VA  
DEC 03 1979  
WSS



UNITED STATES  
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY

PACIFIC SOUTHWEST REGION  
BOX 36098 • 450 GOLDEN GATE AVENUE  
SAN FRANCISCO, CALIFORNIA 94102  
(415) 556-8200

ER 79/841

October 4, 1979

Mr. Willard Sitler  
Director, Office of Environmental Affairs (004A)  
Veteran s Administration  
810 Vermont Avenue, NW  
Washington, DC 20420

Dear Mr. Sitler:

The Department of the Interior has reviewed the draft environmental statement for the Proposed Master Plan, National Memorial Cemetery of the Pacific, Honolulu, Hawaii.

Due to the expansion of the site, we would like to see adequate documentation (results of the survey or the report that a survey has been completed) which shows that the construction will not impact any archeological sites. We realize that an archeologist will be present during construction. However, Section 106 of the National Historic Preservation Act and Executive Order 11593 require that adequate survey work be completed prior to the construction of a project.

Thank you for the opportunity to review this plan. If you have any questions, please contact my office.

Sincerely yours,

*Patricia S. Port*

Patricia Sanderson Port  
Regional Environmental Officer

cc: Director, OEPR (w/copy incoming)  
Director, Heritage Conservation & Recreation Service  
Director, Fish and Wildlife Service  
Director, National Park Service  
Director, Geological Survey  
Reg. Dir., HCRS  
Reg. Dir., FWS  
Reg. Dir., NPS  
Reg. Dir., GS  
SHPO

RECEIVED  
OCT 12 1979  
088C

Rec'd VA-  
10-10-79  
WSS





EXECUTIVE CHAMBERS  
HONOLULU

GEORGE R. ARIYOSHI  
GOVERNOR

October 5, 1979

Mr. V. P. Miller  
Assistant Administrator  
for Construction  
Veterans Administration  
Office of Construction  
Washington, D. C. 20420

Dear Mr. Miller:


Thank you for the draft Environmental Impact Statement for the Master Plan for the National Memorial Cemetery of the Pacific, Honolulu, Hawaii.

My Office of Environmental Quality Control will coordinate the review of this document by State agencies and will forward any comments we have directly to your agency.

Thank you for keeping me informed of your actions in Hawaii.

With warm personal regards, I remain,

Yours very truly,

  
George R. Ariyoshi

OFFICE OF DIRECTOR  
LAND MANAGEMENT SERVICE

OCT 15 1979

088C

REPLY BY info  
SIGNATURE OF \_\_\_\_\_

OFFICE OF AA/C	
OCT 12 1979	
TO	THRU
FOR	
DUE DATE	

CSA  
10/15

DS

# HOUSE OF REPRESENTATIVES THE TENTH LEGISLATURE



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Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813

December 7, 1979

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HENRY HAALILIO PETERS  
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OLLIE LUNASCO  
YOSHIRO NAKAMURA  
Twenty-Third District  
CHARLES T. TOGUCHI  
Twenty-Fourth District  
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Twenty-Sixth District  
RUSSELL J. SAKAMOTO  
Twenty-Seventh District  
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TONY T. KUNIMURA  
DENNIS R. YAMADA

†Minority Leader  
††Minority Floor Leader

Mr. Willard Sitler  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N. W.  
Washington, D. C. 20420

Dear Mr. Sitler:

As a State Representative from the 15th Election District, which abuts the National Memorial Cemetery of the Pacific, I am impelled to comment officially to you on the Draft Environmental Impact Statement regarding proposed changes there. I wholeheartedly support the consensus of the Executive Committee of the Makiki Community Association, which was outlined to you in a letter dated November 26, 1979.

As the letter accurately states, I, as a State Representative from an adjacent district, did not receive a copy of the DEIS from your office. Therefore, although my comments, like those of others, are necessarily late, I trust that they will be given due consideration when the DEIS is--I hope--appropriately adjusted.

Specifically, I support the Executive Board's consensus that 1. ALL LARGE DIESEL BUSES SHOULD BE BANNED FROM THE CEMETARY AND REPLACED WITH THE QUIETER 12-14 PASSENGER VANS WHETHER THE PARKING STRUCTURE IS BUILT (ALTERNATIVE "A") OR NOT BUILT (ALTERNATIVES "B" AND "C"); 2. THE OPTION OF REGULATING THE "GENERAL VISITORS" COMING IN BUSES SHOULD BE EXPLORED; 3. THERE SHOULD BE MORE COMMUNITY INPUT ON THE DEIS.

Besides supporting the sentiments of the nearby residents and the Community Association, however, I appeal to you on an additional ground--that the hallowed purpose of the Historic Punchbowl be vigilantly maintained by regulating the numbers of "general visitors" as well as the size and noise levels of motor vehicles transporting them within the confines of the area. I believe the noisy buses carrying huge crowds who consider Punchbowl as merely another scenic overlook desecrates the hallowed nature and purpose of the National Cemetery of the Pacific. As a past commander of the American Legion here and as one of the survivors of the attack on Pearl Harbor, I believe we must all--especially on this unforgettable date--re-dedicate ourselves to keeping all activities within the National Cemetery strictly consistent with its solemn function.

I would appreciate immensely your keeping me informed

on all matters relating to the National Cemetery of the Pacific  
in the future.

Respectfully yours,



Richard Ike Sutton  
State Representative  
15th Election District

cc: Governor George R. Ariyoshi  
Makiki Community Association  
Papakolea Community Association  
Principal, Lincoln School  
Principal, Stevenson School  
President, Neighborhood Board No. 12  
President, Neighborhood Board No. 10

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DEC 10 1979  
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RESPONSE TO RICHARD IKE SUTTON, STATE REPRESENTATIVE,  
15TH ELECTION DISTRICT

COMMENT 1.

Point 1: The Veterans Administration has reviewed the proposed scope of work at the National Memorial Cemetery of the Pacific and has revised the Master Plan as described in the Revised Draft EIS. Within this Revised Master Plan the Veterans Administration will impose management strategies to regulate tour bus traffic during certain times during the day. The Veterans Administration has determined that it would not be in the agency's best interest to eliminate the tourist industry from the Cemetery. It would also be very difficult to mandate the types of vehicles the tourist industry is using.

Point 2: Described above.

Point 3: The Veterans Administration has met with the community and through this Revised Draft EIS, will again request input on the agency's proposed action.

GEORGE R. ARIYOSHI  
GOVERNOR



RICHARD O'CONNELL  
DIRECTOR

TELEPHONE NO.  
548-6915

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
OFFICE OF THE GOVERNOR  
550 HALEKUA WILA ST.  
ROOM 301  
HONOLULU, HAWAII 96813

October 22, 1979

Mr. Willard Sitler, Director  
Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420

Dear Mr. Sitler:

Subject: Environmental Impact Statement for the Master  
Plan National Memorial Cemetery of the Pacific,  
Honolulu, Hawaii

We have reviewed the subject document and offer the following  
comments:

- 1) P. 2. Landscape should be landscaping.
- 2) P. 3. It is incorrect to state that air quality is continuously controlled by tradewind movements. The trades break down quite often during the winter months and are sometimes replaced by hot, still air conditions.
- 3) P. 9. Few details are provided on the size, shape, and layout of the proposed visitor and parking facilities. What is the capacity of the visitor facility? What will be the capacity of the mini-bus system? Will the parking facility be notched into the hillside on terraces or will it be a three-story structure? We note that the tour buses will use the top level of the facility. This, in essence will visually make it a four-story structure, and will not be easily screened by vegetation. It is difficult to analyze the potential impacts of the facility when these details are lacking.
- 4) P. 15. The federal government has large landholdings on Oahu and the possibility of using some of this land for another burial area should not be overlooked.

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WSS

Mr. Willard Sitler  
October 22, 1979  
Page 2

- 5) P. 20. The air quality standards for Hawaii are presented in this section. However, there is no discussion of what the present conditions are within and near Punchbowl crater. Is the congestion in the crater such that air quality standards are being exceeded?
- 6) P. 27. The two mountain ranges are the Waianae and Koolau ranges, both of which are spelled wrong here.
- 7) P. 34. Figure 3-7 does not show the land acquired by the Veterans Administration for expansion of the cemetery.
- 8) P. 40. Will the proposed facilities affect the drainage pattern in the area?
- 9) P. 47. The projection of 92 buses for 1985 peak periods appears overstated. Should this be 32 buses? A serious traffic and pedestrian safety hazard may develop on Puowaina Drive when the parking facility reaches its capacity.
- 10) P. 49. There is no discussion on the potential noise effects of the parking facility on nearby schools. The State Department of Health Regulations, Chapter 44B, Community Noise Control for Oahu, should be discussed as they relate to this project.
- 11) P. 52. If there are twenty buses with their engines running at the parking facility, the down-wind receptors, either residences or schools may be adversely affected. Discussion of the mitigation measures that will be used to decrease the noise and air quality impacts on the surrounding areas should be in the EIS.

This Office did not attempt to summarize the enclosed comments made by other reviewers, but recommend that careful consideration be given to each comment made by these reviewers. We also recommend that a copy of the final EIS be provided to those persons and agencies that have provided substantive comments on the EIS. In addition, please provide this Office with twenty copies of the final EIS.

We trust that our comments will be helpful to you in the preparation of the final statement. Thank you for the opportunity to review this EIS.

Sincerely,



Richard L. O'Connell  
Director

Attachment





# University of Hawaii at Manoa

Environmental Center  
Crawford 317 • 2550 Campus Road  
Honolulu, Hawaii 96822  
Telephone (808) 948-7361

Office of the Director

October 15, 1979

RE:0290

Mr. Richard O'Connell  
Office of Environmental Quality Control  
550 Halekauwila Street  
Honolulu, Hawaii 96813

OFFICE OF DIRECTOR  
LAND MANAGEMENT SERVICE

Dear Mr. O'Connell:

Draft Environmental Impact Statement-Master Plan  
National Memorial Cemetery of the Pacific  
Honolulu, Hawaii

OCT 23 1979  
TO                       
REPLY BY                       
SIGNATURE OF                     

The Environmental Center has reviewed the above cited DEIS with the help of Duke Perreira, Mechanical Engineering; Marshall Chun, Environmental Studies; Doak Cox, Barbara Vogt, Vincent Shigekuni, and Elizabeth Cunningham, Environmental Center.

Although the cited DEIS details many of the environmental impacts that could result from this project, several prominent impacts have not been discussed adequately.

## PARKING AND TRAFFIC

### Visual impacts

We disagree with the conclusion on page 2 that "there will be only an insignificant visual intrusion on the Punchbowl slope" as a result of the proposed parking facility. Because no diagrams or sketches of the proposed facility were provided in the DEIS, it is difficult to visualize a three level parking structure with 20 buses on the top level being an "insignificant visual intrusion." It is unlikely that landscaping can "screen" the facility as indicated on page 2.

We note that on pages 26-27 Punchbowl Crater is recognized as an important view object. "Punchbowl's slopes and profile stand out as a major natural landmark, distinguished from numerous public vantage points in Honolulu" (page 26). "The upper slopes are generally well preserved in a natural vegetated state..." (page 27). We maintain that an important aspect of Punchbowl's attractiveness as a view object is the "natural" appearance of the upper slopes. The three level parking structure could have an adverse impact on this natural appearance.

AN EQUAL OPPORTUNITY EMPLOYER

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OCT 23 1979  
088C

Noise

It is stated on page 3 that the noise from the proposed parking facility will adversely effect nearby residents. Was any noise monitoring done in the Puowaina Drive residential area to determine current noise levels?

Department of Health regulations state that the allowable noise level at the property line in residential areas is 55 dBA. (Chapter 44 Public Health Regulations, Department of Health). The DEIS indicates on page 49 that a single bus or several cars climbing the hill into Punchbowl may already exceed this level. On page 50 the DEIS states "both the frequency of occurrence and the level of noise will increase in the vicinity of the parking structure." It appears this may result in the exceeding of allowable noise standards. It should be noted that studies have indicated noise below the hearing damage level is more harmful than merely "annoying" as indicated on page 50. It may also be a determining factor in stress related illnesses. ("Committee on Environmental Quality Report, Federal Council for Science and Technology," New York Times, November 11, 1968.)

It is stated in page 50 that the ramp of the parking structure will be "rather steep." How steep will the ramp be? Will it be covered? What measures will be taken to minimize tire squeals? What gear will buses have to be to get up and down the ramp?

Was an acoustic consultant involved in planning the parking facility?

On page 49 the DEIS states: "the proposed bus-trains are relatively quiet vehicles..." How quiet are they? No figures are provided to indicate the approximate noise level that can be expected.

On page 3 the DEIS states: "Operation of this facility would also increase noise levels outside the crater, but control measures could be utilized to mitigate this condition to a great extent." What control measures are being considered?

Air quality

How does air quality in Punchbowl and outside the crater relate to standards provided on pages 22-23?

Could some mention be given to air quality within the proposed parking facility?

We note that on page 51 the DEIS states; "exhausts will be blown directly into the homes across the entry road from the proposed parking facility," and; "if buses are permitted to leave their engines running while they are parked, the emissions from 20 or more (buses) could be annoying." What control measures will be taken to mitigate these adverse effects? Will the buses be required to turn their engines off while parked or will this be through voluntary compliance?

On page 52 the DEIS states: "there is little likelihood that emissions will even approach the harmful level," and on page 53; "The anticipated increase in visitors to the cemetery will bring an increase in exhaust emissions from the additional vehicles along lower Puowaina Drive. Here also the quantities will not be harmful ...". On what criteria are these assumptions based?

### Traffic

On page 3 the DEIS states: "Control measures instituted in the parking facility could further reduce traffic levels and congestion on nearby streets and intersections." What type of control measures are proposed? Will they require city or State implementation?

The parking facility would create an entrance and an exit on Puowaina Drive. Could the impacts of this on traffic congestion in the vicinity of the proposed parking facility be addressed?

On page 48 the DEIS acknowledges: "...buses and possibly cars, may attempt to drop off their riders at the visitor center and then seek out parking places along Puowaina Drive." What measures are being considered to mitigate the potential congestion? How might this affect the residents in the lower Puowaina Drive area?

### NEGLIGIBLE OR INSIGNIFICANT CONSEQUENCES

The DEIS states on page 40 (4.1.1): "The scope of the proposed action will have no irreversible impacts on the general areas of physiography, geology and soils." Creating an impervious surface is an irreversible impact on soil.

There is no mention of dust control measures in relation to construction activities.

### VISITOR PROJECTIONS

On page 47 the DEIS states: "... having to wait for a scheduled bus-train and coping (with) large tour groups may discourage local residents from visiting the cemetery. It may also be an inconvenience to those people who wish to visit specific burial sites..." These considerations seem very important social impacts worthy of further discussion. If local residents are discouraged from visiting the cemetery, who benefits from the improvements?

What is the source for the 1985 traffic projections on page 47?

The plan makes the assumption on page 47 that parking demands will be reduced by 50% when buses and cars are no longer allowed to enter the crater. On what criteria is this assumption based? If the projection is faulty, might not the facility be obsolete by the time it's completed, particularly since there are times even today when there are more buses in the cemetery than the proposed parking facility will be able to accomodate (page 47)?



Based on projection figures provided on page 47, a 50% reduction in demand would reduce 1985 parking requirements to 46 buses and 99 cars, not 18 buses and 168 cars as indicated on page 48. It thus appears the proposed parking facility would still provide inadequate parking facilities for buses. Could this be clarified?

Scheduling buses should provide an efficient means of reducing congestion during peak periods.

#### SOCIAL IMPACTS

On page 44 (4.1.6) the DEIS states: "The only significant negative social impact will be the displacement of one family which currently occupies a house on the government owned land where the proposed parking facility is to be located." Other negative social impacts not addressed here in the DEIS are: decreased air quality, loss of privacy, and increased noise, and the potential decrease in property value to those homes near the proposed parking facility.

#### ALTERNATIVES

In light of the following impacts: i.e., the impact on the crater as a view object, the projected reduced demand, and adverse impacts to residential areas near the proposed parking facility, we feel Alternative B deserves closer attention as a notably more favorable alternative. Alternative B includes all the elements of Alternative A except provisions for the Visitor/Admin/Parking Facility.

We note that in the discussion of alternative B on pages 13-14 and pages 53-54 no mention is made of scheduling buses. It would appear such an effective means of easing congestion should be discussed as it would increase the viability of Alternative B.

On page 14 the options of Alternative B are determined not to be in the best interest of the Veterans Administration because visitation to the National Cemetery would be restricted. It should be noted that Alternative A also will restrict visitation by as much as 50% as indicated on page 47.

It should also be noted that the environmental consequences of steep slopes, ground conditions and aesthetics, on which the tram and new road were dismissed as alternatives (page 14), are also consequences which apply equally to the proposed parking facility.

#### GENERAL COMMENTS

The first sentence on page 27 is quite unclear. "The Overlook on the Punchbowl Crater ridge provides a ..., the Wai'anae and Hoolau Mountain Ranges..." should read Wai'anae and Koolau Mountain Ranges...

Richard O'Connell

- 5 -

October 15, 1979

Page 47: "Also having to wait for a scheduled bus-train and coping large tour groups..." should read "...and coping with large tour groups."

Thank you for the opportunity to review this document.

Sincerely,



Doak C. Cox  
Director

DCC/dh

cc: Veterans Administration  
Duke Perreira  
Barbara Vogt  
Vincent Shigekuni  
Elizabeth Cunningham  
Marshall Chun

RESPONSE TO STATE OF HAWAII OFFICE OF ENVIRONMENTAL QUALITY CONTROL

COMMENT 1. Corrected as noted.

COMMENT 2. Corrected as noted.

COMMENT 3. With the major revision to the scope of work proposed at the Cemetery, a Revised Master Plan will be developed. At this time no specific information exists on the proposed Administration/Visitor Center. The Parking Facility has been deleted from consideration.

COMMENT 4. The Veterans Administration believes it to be in the best interest of the Federal and State government, interest groups and the community, to maintain the National Memorial Cemetery of the Pacific. The continued operation of this national and state landmark will enhance and protect the importance of the Punchbowl Center. For these primary reasons and for the lack of funding to acquire a new cemetery site, no formal consideration is given to closing out Punchbowl and activating a new National Cemetery.

COMMENT 5. Additional information added.

COMMENT 6. Corrected as noted.

COMMENT 7. Noted.

COMMENT 8. Noted.

COMMENT 9, 10, & 11. Parking Facility deleted from consideration.



STATE OF HAWAII  
DEPARTMENT OF PLANNING AND  
ECONOMIC DEVELOPMENT  
P. O. Box 2359  
Honolulu, Hawaii 96904

Ref. No. 0075

October 9, 1979

DELETE 12/1/79

Mr. Willard Sitler  
Director  
Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420

Dear Mr. Sitler:

Subject: National Memorial Cemetery of the Pacific  
Draft Environmental Impact Statement

We have reviewed the subject draft EIS and find that it has adequately identified the major environmental impacts which can be anticipated to result from the proposed project.

May we bring to your attention the fact that the Office of Environmental Quality Control (OEQC) has been designated by our Governor as the focal point for State receipt and review of all federal environmental impact statements. All future reviews of environmental documents should, therefore, be coordinated through Mr. Richard O'Connell, Director, Office of Environmental Quality Control, 550 Halekauwila Street, Room 301, Honolulu, Hawaii 96813.

We have no further comments to offer at this time but appreciate the opportunity to review and comment upon this matter.

Sincerely,

Hideto Kono

cc: Mr. Richard O'Connell

Rec'd VA.  
10-26-79

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GEORGE R. ARIYOSHI  
GOVERNOR OF HAWAII



SUSUMU ONO, CHAIRMAN  
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAMASU  
DEPUTY TO THE CHAIRMAN

DIVISIONS:  
CONSERVATION AND  
RESOURCES ENFORCEMENT  
CONVEYANCES  
FISH AND GAME  
FORESTRY  
LAND MANAGEMENT  
STATE PARKS  
WATER AND LAND DEVELOPMENT

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
P. O. BOX 621  
HONOLULU, HAWAII 96809

September 24, 1979

REF NO.: APO-944

Mr. Willard Sitler  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420

Dear Mr. Sitler:

We have reviewed the draft EIS for Punchbowl Cemetery.

We note that the cemetery has been placed in a Conservation District by the State Land Use Commission as provided by Chapter 205, Hawaii Revised Statutes. This needs to be incorporated into the EIS.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Susumu Ono", written over the typed name.

SUSUMU ONO, Chairman  
Board of Land and Natural Resources

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RESPONSE TO STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

COMMENT Information added as noted.





DEPARTMENT OF PLANNING  
AND ECONOMIC DEVELOPMENT

Kamamalu Building, 250 South King St., Honolulu, Hawaii • Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

GEORGE R. ARIYOSHI  
Governor

HIDETO KONO  
Director

FRANK SKRIVANEK  
Deputy Director

Ref. No. 0075

October 9, 1979

Mr. Willard Sitler  
Director  
Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420

Dear Mr. Sitler:

Subject: National Memorial Cemetery of the Pacific  
Draft Environmental Impact Statement

We have reviewed the subject draft EIS and find that it has adequately identified the major environmental impacts which can be anticipated to result from the proposed project.

May we bring to your attention the fact that the Office of Environmental Quality Control (OEQC) has been designated by our Governor as the focal point for State receipt and review of all federal environmental impact statements. All future reviews of environmental documents should, therefore, be coordinated through Mr. Richard O'Connell, Director, Office of Environmental Quality Control, 550 Halekauwila Street, Room 301, Honolulu, Hawaii 96813.

We have no further comments to offer at this time but appreciate the opportunity to review and comment upon this matter.

Sincerely,

*Frank Skrivaneck*  
for Hideto Kono

cc: Mr. Richard O'Connell

Rec'd OA.  
10-15-79  
WSS

PS

DEPARTMENT OF GENERAL PLANNING  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

FRANK F. FASI  
MAYOR



GEORGE S. MORIGUCHI  
CHIEF PLANNING OFFICER

DGP8/79-2795 (CT)

September 21, 1979

Mr. Willard Sitler, Director  
Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D. C. 20420

Dear Mr. Sitler:

Draft Environmental Impact Statement for the  
Proposed Master Plan, National Memorial  
Cemetery of the Pacific, Honolulu, Hawaii

We have reviewed the draft impact statement and have no  
comments.

Thank you for affording us the opportunity of reviewing  
your impact statement.

Sincerely,

A handwritten signature in cursive script, reading "George S. Moriguchi".  
GEORGE S. MORIGUCHI  
Chief Planning Officer

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SEP 25 1979

DEPARTMENT OF LAND UTILIZATION  
**CITY AND COUNTY OF HONOLULU**  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813 • (808) 523-4411



FRANK F. FASI  
MAYOR

TYRONE T. KUSAO  
DIRECTOR

79/EC-2 (SM)  
LU9/79-3997

October 18, 1979

Mr. Willard Sitler, Director  
Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420

Dear Mr. Sitler:

Draft Environmental Impact Statement  
Master Plan National Memorial  
Cemetery of the Pacific-Honolulu, Hawaii

We have reviewed the draft Environmental Impact Statement (EIS) and have the following comments to offer.

1. Reference: Page 9.

Comment: The EIS does not stipulate (1) the number of existing interrments, (2) the remaining interrment capacity, (3) the additional interrments to be provided by the proposed project, (4) the timetable and duration for phasing and construction and (5) the cost of the project.

2. Reference: Page 9.

Comment: Not until Page 52 is the number of additional parking stalls to be provided by the proposed project disclosed.

It is felt that this should be included with more details (i.e., are 200+ parking stalls adequate to accommodate future parking demands ?) in the "Description of the Proposed Project".

3. Reference: Page 10.

Comment: Detailed plans and views of the various proposed structures should be provided.

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Mr. Willard Sitler  
Page 2

4. Reference: Page 35.

Comment: What are the existing and future demands for domestic, fire, and irrigation water? Is the existing water supply adequate to meet future needs?

5. Reference: Page 37.

Comment: Will the existing sprinkler system be replaced because it is "old and worn"?

6. Reference: Page 42.

Comment: Will solid waste removal be undertaken privately or publicly?

7. Reference: Page 50.

Comment: Since the projected noise levels exceed the noise standards for "Community Noise Control for Oahu" (Chapter 44B, Public Health Regulations), State of Hawaii, Department of Health (DOH), will a Community Noise Permit be obtained from the State DOH?

8. Reference: Page 51.

Comment: To mitigate exhaust odors and fumes, can blowers or other types of ventilation be implemented within the parking structure?

The City and County of Honolulu Department of Land Utilization was responsible for the preparation of the following figures, and should receive the appropriate credit.

<u>Figure</u>	<u>Title</u>
3.5	1964 General Plan/Detailed Land Use
3.6	Existing Zoning
3.7	Major Land Ownership
3.8	Traffic Patterns and Volumes

We hope these comments will be helpful in the final preparation of this document.

Very truly yours,

  
TYRONE T. KUSAO  
Director of Land Utilization

RESPONSE TO CITY AND COUNTY OF HONOLULU

DEPARTMENT OF LAND UTILIZATION

COMMENT 1. The Cemetery has a present utilization of gravesites of 24,520 (January 1980) and remaining capacity of 833 gravesites (January 1980). As the master plan is going to be revised it is not possible at this time to quantify the exact number of additional columbaria spaces, but an estimate would be 5000 $\pm$ . Also, with the revision of the master plan, no timetable for development phasing exists. Cost estimates must be completely reworked to reflect major scope of work changes and redesign.

COMMENT 2. Parking Facility deleted from scope of work.

COMMENT 3. At this time of revising the Master Plan, no detailed plans of various projects exist.

COMMENT 4. See page 42 section 4.1.5.

COMMENT 5. See page 42 section 4.1.5, also the improvements to the irrigation system will provide better ground coverage, more efficient water utilization and thus a much improved visual character.

COMMENT 6. Solid waste removal will continue as is.

COMMENT 7. Comment is being further researched at this time.

COMMENT 8. Parking Facility deleted from scope of work.

Credit for Figures 3.5 - 3.8 listed on page iii.

7.5

OFFICE OF THE MANAGING DIRECTOR  
**CITY AND COUNTY OF HONOLULU**

HONOLULU, HAWAII 96813 • AREA CODE 808 • 523-4331

FRANK F. FASI  
MAYOR



EDWARD Y. HIRATA  
MANAGING DIRECTOR

F-8173

September 5, 1979

Mr. Willard Sitler, Director  
Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N.W.  
Washington, D.C. 20420

Dear Mr. Sitler:

Draft Environmental Impact Statement for  
Master Plan, National Memorial Cemetery of  
the Pacific, Honolulu, Hawaii

This will acknowledge receipt of your impact statement.

The Department of General Planning, which is the areawide A-95 clearinghouse, has already received a copy and will transmit its comments to you within the allotted review period.

Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Edward Y. Hirata".  
EDWARD Y. HIRATA  
Managing Director

EYH:fmt

*Rec'd VA*  
SEP 10 1979  
*WSS*

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DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

HONOLULU MUNICIPAL BUILDING  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

FRANK F. FASI  
MAYOR



ROBERT R. WAY  
DIRECTOR

TE9/79-2784

October 9, 1979

Mr. Willard Sitler, Director  
Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, N. W.  
Washington, D. C. 20420

Dear Mr. Sitler:

Subject: Your Letter Dated August 20, 1979 (088)  
Concerning the Draft EIS for the Proposed  
Master Plan, National Memorial Cemetery  
of the Pacific, Honolulu, Oahu, Hawaii

We have reviewed the Draft EIS and offer the following comments:

1. Details on vehicular peak hour volumes and parking capacity within the cemetery would clarify the discussion on the transportation element on page 3.
2. Would the cemetery be opened to private vehicles on Easter Sunday and on the Memorial Day weekend under Alternative A, page 13?
3. The last paragraph on page 48 states that when the parking demand exceeds the supply of parking, buses and cars may attempt to drop off their riders at the visitor center and then seek out parking spaces along Puowaina Drive. A sketch of parking areas should be shown to indicate the "trouble areas".
4. The total program for the implementation of the Master Plan should include an assessment of traffic and parking before each phase is undertaken. Each project should include adequate capacity to meet the projected traffic and parking requirements for that phase. We do not concur with the proposed use of Puowaina Drive or other adjacent streets to

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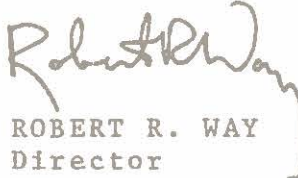
Mr. Willard Sitler  
Page Two  
October 9, 1979

provide parking for the National Memorial Cemetery of the Pacific.

5. The last paragraph on page 48 also mentions more effective use of City buses. Improving bus service in the Punchbowl area is a consideration in the Bus Development Study that is being undertaken by the City.

Thank you for providing us this opportunity to review and comment on this Draft EIS.

Very truly yours,

  
ROBERT R. WAY  
Director

RESPONSE TO CITY AND COUNTY OF HONOLULU

DEPARTMENT OF TRANSPORTATION SERVICES

No site specific traffic study was undertaken during the course of this study. Discussions with the City and County of Honolulu Department of Transportation during a scoping investigation (September 25 - October 4, 1978) indicated that there was no significant concern about the Master Plan. The National Cemetery Superintendent agreed to work with the Department of Transportation in future monitoring of traffic for utilization studies.

As the National Cemetery is historically established at its current location and will remain in operation, there will be no significant changes in the overall traffic patterns. With the deletion of the Parking Facility and the implementation of management strategies to schedule tour bus traffic there is an anticipated improvement to traffic congestion, air quality and noise level conditions. Buses will be dispersed over many time periods during the day instead of the existing conditions. Presently, significant congestion occurs during the few hours of heavy tourist visitation.

The Cemetery will remain open to private automobiles as is currently the situation. It is not the intent of the Veterans Administration to utilize surrounding city roadways for overflow parking or stacking of vehicles. However, at certain times of the year during days of ceremony (Easter Sunday, Memorial Day), it is expected that high visitation will require the heavy utilization of the roadways.



It is anticipated that with the appropriate management strategies in operation and other possible changes to the overall visitation patterns (utilization of an expanded City Bus system), there will be a general improvement to the traffic and associated environmental conditions.



c/o Makiki Park Library  
1527 Ke'eaumoku St.  
Honolulu, Hawai'i 96822  
November 26, 1979

Mr. Willard Sitler  
Director, Office of Environmental Affairs (OO4A)  
Veterans Administration  
810 Vermont Avenue, NW  
Washington, D. C. 20420

Dear Mr. Sitler:

SUBJECT: Comments on the Draft Environmental Impact  
Statement (DEIS)  
National Memorial Cemetery of the Pacific

The Makiki Community Association Executive Committee has reviewed the DEIS and is hereby submitting comments on it on behalf of the Association. We realize that the deadline for comments was October 15, but were able to obtain a copy of the DEIS just before that deadline and have been cooperating with the Makiki/Lower Punchbowl/Tantalus Neighborhood Board No. 10 in trying to obtain community reaction to the DEIS.

The consensus of the Executive Committee was that:

1. All large diesel buses should be banned from the cemetery and replaced with the quieter 12-14 passenger vans whether the parking structure is built (Alternative "A") or not built (Alternatives "B" and "C").

The noise from the large buses disturbs both residents outside the cemetery and people inside the cemetery trying to observe burial services or visiting specific gravesites.

Residents across from the proposed parking structure said at the neighborhood meeting earlier this month that the noise from the big diesel buses was disturbing them even now, preventing them from hearing their TV or waking up a napping baby. The DEIS states the noise and air pollution from the buses will be worsened for these residents and will occur over a longer period of the day under Alternative "A," the preferred alternative.

They said noise from cars, limousines, and vans was not disturbing. They observed that some of the large buses carried

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Mr. Willard Sitler  
November 25, 1979

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as few as six passengers. A Tantalus resident reported that during the recent gasoline crunch tour companies replaced their large diesel buses going up to Tantalus with 12-14 passenger vans, and they have made a great difference. They are much quieter than the disturbing, annoying buses.

2. The option of regulating the "general visitors" coming in buses should be explored. Under Alternatives "B" (all of Alternative "A" minus the Visitor-Administration-Parking Structure) and "C" (No Action), for example, the option of regulating the tour buses (or vans) was not even considered. Only a total ban on the tour buses and limousines was considered. We understand that in some national parks buses are regulated.

3. There should be more community input on the DEIS. We were not sent a copy of the DEIS, nor were our state senators or representatives. One of the affected communities, Papakolea, received a copy of it only a few days before the deadline for comments. As far as we know, the residents across from the proposed Visitor-Administration-Parking Structure were not sent a copy, nor were Lincoln Elementary and Stevenson Intermediate Schools on the slopes below the proposed facility nor their PTAs, nor the neighborhood boards formed in 1977, No. 12--Nu'uuanu/Punchbowl and No. 10, Makiki/Lower Punchbowl/Tantalus. Only one neighborhood group, Punchbowl Community Association, was sent a copy and it has been inactive since 1976.

It is because of the lack of awareness of the contents of the DEIS by the above groups, which generally supported the master plan as presented in 1975, that we feel the Veterans Administration should make a more meaningful attempt to obtain community input on the DEIS.

We appreciate this opportunity to comment.

Sincerely,

*Susan Shawhan Huja* <sup>by ak</sup>

Susan Shawhan Huja, President  
MAKIKI COMMUNITY ASSOCIATION

cc: U.S. Senators Daniel K. Inouye and Sparky Matsunaga  
U.S. Representatives Daniel Akaka and Cecil Heftel  
Governor George Ariyoshi  
5th and 6th District State Senators  
15th, 14th, and 13th District State Representatives  
Mayor Frank Fasi  
City Councilmembers Marilyn Bornhorst and Frank W. C. Loo  
Papakolea Community Association  
Lincoln and Stevenson Schools and PTAs  
Neighborhood Boards No. 12 and 10  
Residents across from the proposed structure



## RESPONSE TO MAKIKI COMMUNITY ASSOCIATION

COMMENT The Revised Master Plan deletes a Parking Facility from consideration. Management strategies will be implemented in conjunction with the tourist industry to reduce visitation congestion by eliminating tour groups during specified time periods and spreading the tours over the remaining hours. In addition, the Veterans Administration will discuss the use of vans and limousines as an environmentally preferred option over the large diesel buses. The outcome of these discussions will be communicated to local interest groups as information is available.

The Veterans Administration will request input on this Revised Draft EIS from a wide range of government and private interest groups. All groups who have contacted the agency will receive copies of the report for their review.

**MAKIKI NEIGHBORHOOD BOARD NO. 10**

c/o MAKIKI LIBRARY  
1527 KEEAUMOKU STREET  
HONOLULU, HAWAII 96822



October 26, 1979

Mr. Willard Sitler  
Director, Office of Environmental Affairs (004A)  
Veterans Administration  
810 Vermont Avenue, NW  
Washington, D.C. 20420

Dear Mr. Sitler:

Subject: National Memorial Cemetery of the Pacific  
Draft Environmental Impact Statement

The Makiki/Lower Punchbowl/Tantalus Neighborhood Board authorized me to request you to give us a forty-five day extension from October 15, 1979, for reviewing your EIS on the Punchbowl Cemetery.

Our Neighbor Board is a citizens' board established by the City and County of Honolulu Charter in 1973. The purpose of the Neighborhood Boards is to increase and assure effective citizen participation in the decisions of the city. We also are being contacted by State and Federal agencies on countywide and neighborhood matters.

Area residents select the members of the board through an election process. All board members must reside in the area and be 18 years or older. Our board held elections in November, 1977 and May, 1979.

One of the reasons that we are requesting this extension is the complete absence of Neighborhood Boards from your EIS review. The Nuuanu/Punchbowl Neighborhood Board No. 12 should also be given an opportunity to review the EIS, if they have not been sent a EIS. Their mailing address is Neighborhood Board No. 12, c/o Neighborhood Commission Office, City Hall, 4th floor, Honolulu, Hawaii 96813.

One community group was included on the EIS review list, the Punchbowl Community Association. However, it has been dormant since 1977. Fortunately, Mrs. Dorothy Meadows, formerly an officer of the Punchbowl organization and now a Vice-President of the Makiki Community Association, passed her EIS copy to us in October.

The Development Plan Committee of the Makiki Neighborhood Board had some questions about the EIS which requires additional information from you. We will contact the local VA Office to assist us in our evaluation of the project.

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Our recommendations on the EIS will be sent to the Board for their consideration in November.

The following information is requested for the evaluation;

1. Site and elevation plans for the parking structure and the administration-reception building which are not at present in the EIS.
2. Peak hour and daily traffic flow (buses, cars, and people) for 1978 and projected for some future time under option 1 (preferred option).
3. Information on the tram system (number of trams, carrying capacity, time length of run, and the cost of the system) under option 1.
4. Length of time spent in the reception area under option 1.
5. Consideration of a new option - the regulation of the present traffic flow - priority given to the people who are visiting the grave sites of a family member or friend,

Your proposal to increase the burial capacity of Punchbowl seems to be acceptable, but the tourist element of your proposal and its relationship to the community and to your organization objectives might not be acceptable.

If you want to contact me, please call me at 531-2503. My address is 1310 Heulu Street, Honolulu, HI 96822.

Sincerely,



Charles H. Carole  
Development Plan Chairperson

cc: Ernest Schanze, Director, National Memorial Cemetery of the Pacific  
CC:lh



## RESPONSE TO MAKIKI NEIGHBORHOOD BOARD NO. 10

As previously stated to the Makiki Community Association, the Revised Draft EIS will be distributed to a much wider list of agencies and interest groups. This will insure more community participation and interaction in the issues surrounding the proposed action.

In response to the requests for information on the five points:

1. The Parking Facility is deleted from this proposed project action. The Revised Master Plan will have a combined structure housing administrative and visitor reception facilities. At this time there are no detailed site plans or elevations of the proposed structure.

2. It is estimated that some two million plus visitors (tour groups, private groups and gravesite visitors) entered the National Memorial Cemetery of the Pacific in 1978. With the continued growth of the Hawaii tourist industry, it is expected that visitation to the National Cemetery will expand in unison. No flow statistics are currently available for the National Cemetery, but for information purposes the Veterans Administration will, in conjunction with the City and County of Honolulu, undertake a monitoring program in the near future.

3. The tram system is not a viable solution for the Veterans Administration to undertake as the agency is mandated by law to expend funds for veterans benefits. The Veterans Administration is not funded as a tourist or recreation provider. Therefore, no details exist on the tram system option.

If at such time as the agency wishes to close the Overlook to visitation, an option would exist to excess or lease the land to another federal agency. At that time, plans would be developed for the movement of visitors to and from the craters ridge without entering the Cemetery. From a planning and environmental viewpoint, any construction of necessary roadways, parking, or a tram system on the outer face of the Punchbowl Crater would be significantly objectionable.

4. No detailed plans currently exist on the reception center or its internal function. Therefore, it is not possible to estimate the visitation time in this facility.

5. Noted.

## 6.0 LIST OF PREPARERS AND INFORMATION SOURCES

6.1 This Environmental Impact Statement was prepared by the Office of Construction, Environmental Planning Division, Veterans Administration. Jon E. Baer is the Chief of the Environmental Planning Division (088C) and responsible for all environmental reports prepared for the Office of Construction. David E. Steen served as project manager and principle investigator.

Jon E. Baer as Chief, Environmental Planning Division has overall management responsibilities for the environmental analysis and master land planning for the Office of Construction. He has been involved from the overall project conceptualization through various review phases and final quality control and report preparation. Recent experience includes management responsibilities for several dozen environment reports on Veterans Administration (VA) projects and a Task Force for the reorganization of the VA's overall environmental policy. Mr. Baer is a graduate Landscape Architect from the Pennsylvania State University.

David E. Steen has been responsible for the preparation of various environmental assessments and Impact Statements on VA construction actions. These studies have included new regional national cemeteries, major VA hospital additions and major new VA medical centers. He received his professional Bachelor of Landscape Architecture and a Bachelor of Environmental Design from the University of Minnesota.



## 6.2 OTHER INPUTS IN THE PREPARATION OF THIS DRAFT ENVIRONMENTAL IMPACT STATEMENT

Preliminary environmental analysis report prepared on the Master Plan for the National Cemetery in 1975, prepared by Belt, Collins and Associates, Ltd., Honolulu, Hawaii.

The Punchbowl District, report prepared by the Department of Land Utilization City and County of Honolulu, Hawaii, 1978.

Draft Environmental Impact Statement for the Tripler Army Medical Center, Hawaii, prepared by Belt, Collins and Associates /Lyon Associates, Inc., 1978, for the Corps of Engineers.

Final Environmental Impact Statement on the Kalanianoʻle Highway, Honolulu, Hawaii, 1978, Administration, and the State of Hawaii, Department of Transportation.

Master Plan for Development of the National Memorial Cemetery of the Pacific, 1975, Veterans Administration, prepared by Donald Wolbrink and Associates, Inc.

7.0 LIST OF AGENCIES FROM WHICH COMMENTS HAVE BEEN REQUESTED

U.S. Department of Agriculture

U.S. Department of the Interior

U.S. Department of Defense

U.S. Department of Housing and Urban Development

U.S. Department of Health, Education and Welfare

U.S. Department of Commerce

U.S. Department of Transportation

U.S. Environmental Protection Agency

U.S. Council on Environmental Quality

Advisory Council on Historic Preservation

Honorable Spark M. Matsunaga, U.S. Senator

Honorable David K. Inouye, U.S. Senator

Honorable Daniel K. Akaka, U.S. Representative

Honorable Cecil Heftel, U.S. Representative

Honorable George Ariyoshi, Governor, Hawaii

Honorable Frank F. Fasi, Mayor, City of Honolulu

Honorable Marilyn Bornhorst, Chairperson, City Council

Hawaii State Office of Environmental Quality

State Clearing House

Regional and Areawide Clearinghouse

City and County Department of Land Utilization

Department of Transportation (City and County of Honolulu)

The Outdoor Circle

Life of the Land

Makiki Community Association

Makiki Neighborhood Board No. 10

Nu'uann/Punchbowl Neighborhood Board No. 12

Lincoln Elementary School

Stevenson Intermediate School

Makiki Library

University of Hawaii at Manoa



December 10, 1975

08A

Ms. Jane L. Silverman  
Historic Preservation Officer  
State of Hawaii  
Department of Land and Natural  
Resources  
P. O. Box 621  
Honolulu, Hawaii 96809

Dear Ms. Silverman:

Thank you very much for your recent letter concurring in our finding of no adverse effect for the Master Plan for development of the National Memorial Cemetery of the Pacific.

It is the Veterans Administration's policy, and a standard part of each construction project, that construction will be stopped if archaeological resources are uncovered during the course of construction. Construction work remains halted until appropriate salvage of the archaeological resources has been undertaken. I hope this will assure you of our intent to comply with both the letter and the spirit of the Historic Preservation Act.

Should you need any additional information, please let me know.

Sincerely,

SIGNED

Gjore Mollenhoff  
Federal Agency Representative

cc:Advisory Council-Denver

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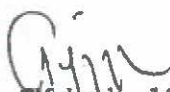
  
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EXHIBIT 4-1 a.

GEORGE R. ARIYOSHI  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
DIVISION OF STATE PARKS  
P. O. BOX 621  
HONOLULU, HAWAII 96809

DIVISIONS  
CONVEYANCES  
FISH AND GAME  
FORESTRY  
LAND MANAGEMENT  
STATE PARKS  
WATER AND LAND DEVELOPMENT

FILE NO. \_\_\_\_\_

October 20, 1975

Ms. Gjore Mollenhoff  
Federal Agency Representative  
Veterans Administration  
Department of Medicine and Surgery  
Washington, D. C. 20240

Dear Ms. Mollenhoff:

Subject: Draft Environmental Statement,  
Punchbowl Memorial Cemetery of  
the Pacific

Thank you for the opportunity to review the above document. Because the proposed undertaking is compatible with the present and historical use of the site as a cemetery, I can concur with your determination of "no adverse effect," if during excavation activities on areas undisturbed previously, a qualified archaeologist be present with authority to halt the work and recover any important archaeological remains that may be uncovered. If this stipulation is included in the plans for the cemetery development, there will be complete assurance that previously unnoticed archaeological resources will be protected.

Your continuing interest in historic preservation in Hawaii is greatly appreciated.

Sincerely yours,

Jane L. Silverman  
Historic Preservation Officer  
State of Hawaii

cc: Advisory Council, Denver  
Mike Bureman